FREIGHT TRAFFIC ISSUE

What Shippers Say About Freight Schedules... p. 25

April 25, 1960

RAILWAY AGE *weekly*

Europe's Railroads

Officer of U.S. road tells how they look to him... p. 28

REPORT ON

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says Mr. Arthur Jansen, Railroad Security Analyst, W. E. Burnet & Company, New York, N.Y.

Portrait by Editta Sherman

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Week at a Glance

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Job-freeze demand bargainable ..... p. 9

The Supreme Court's 5-4 decision in the ORT-C&NW case was accompanied by a strongly-worded dissenting opinion. The dissent warned that a union victory would "destroy the public regulation of abandonments . . . and render them subject to the union's will alone."

Cover Story—What shippers say about freight schedules p.25

The schedules are helpful, say respondents to this month's Traffic Poll. But, many of them add, they'd be more helpful if there was a closer relationship between promise and performance.

Ventilators keep flour dry p.26

The "Filt-R-Aire" ventilating system seems to have solved most problems encountered in bulk shipment of flour.

Cover Story—Europe's railroads p.28

The burden of supporting nationalized railroads through taxation is something the average European seems willing to assume, says W. Mason King, vice president (traffic) of the Southern.

DT&I has developed a 'cost map' p.38

Its purpose is to aid rate men. What the map looks like, how it's developed and used, is described in a condensation of a paper presented to the RSPA by DT&I Cost Accountant M. H. Weisman.

Budd moves into container field p.56

A prototype dry-cargo container is undergoing operating tests on the Grace Line; a second dry-bulk unit of a different design is being tested in Philadelphia; and a refrigerated container is scheduled to be built this year.

The Action Page—Throw all rates out the window? p.62

Inexorable economic forces are pushing railroads toward rate simplification. It can be done swiftly and with a minimum of error if mathematical analysts and experienced rate officers join forces.

Short and Significant

Forwarder volume rates . . .

have been cleared again by the ICC. The Commission's report on reconsideration in I&S No. 6993 affirms its decision

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Week at a Glance (cont.)

Current Statistics

Operating revenues	
2 mos., 1960 ...	$1,563,389,022
2 mos., 1959 ...	1,532,213,474
Operating expenses	
2 mos., 1960 ...	1,254,520,883
2 mos., 1959 ...	1,253,755,076
Taxes	
2 mos., 1960 ...	168,158,267
2 mos., 1959 ...	153 091,379
Net railway operating income	
2 mos., 1960 ...	85,713,645
2 mos., 1959 ...	75,670,278
Net income estimated	
2 mos., 1960 ...	55,000,000
2 mos., 1959 ...	42,000,000
Average price railroad stocks	
Apr. 19, 1960 ..	94.35
Apr. 21, 1959 ..	113.18
Carloadings, revenue freight	
14 wks., 1960 ..	8,175,980
14 wks., 1959 ..	8,177,021
Freight cars on order	
April 1, 1960 ..	42,131
April 1, 1959 ..	35,487
Freight cars delivered	
3 mos., 1960 ..	13,850
3 mos., 1959 ..	7,223

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POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

Printed at the Wilson H. Lee Co., Orange, Conn.

of last September (RA, Sept. 21, 1959, p. 9). The decision embodies a Commission determination that forwarders may handle shipments of any size. It is a setback for the trucking industry which contended generally that forwarders should be confined to the handling of small shipments. Forwarders offering the service involved have been using Plan III piggyback.

Next entry in the Trailer Train pool . . .

may be Great Northern. Directors have authorized GN officers to negotiate for membership in the company, now owned by 24 railroads and a freight forwarder.

Frisco's guaranteed rate . . .

has been suspended for investigation by the ICC. The rate had been scheduled to become effective April 15. It would apply on naval stores moving from Pensacola, Fla., to Chicago, offering a cut of about four cents per 100 lb to shippers who agree to give Frisco 90% of their Pensacola-Chicago business.

Local Chairman J. C. Laney has resigned . . .

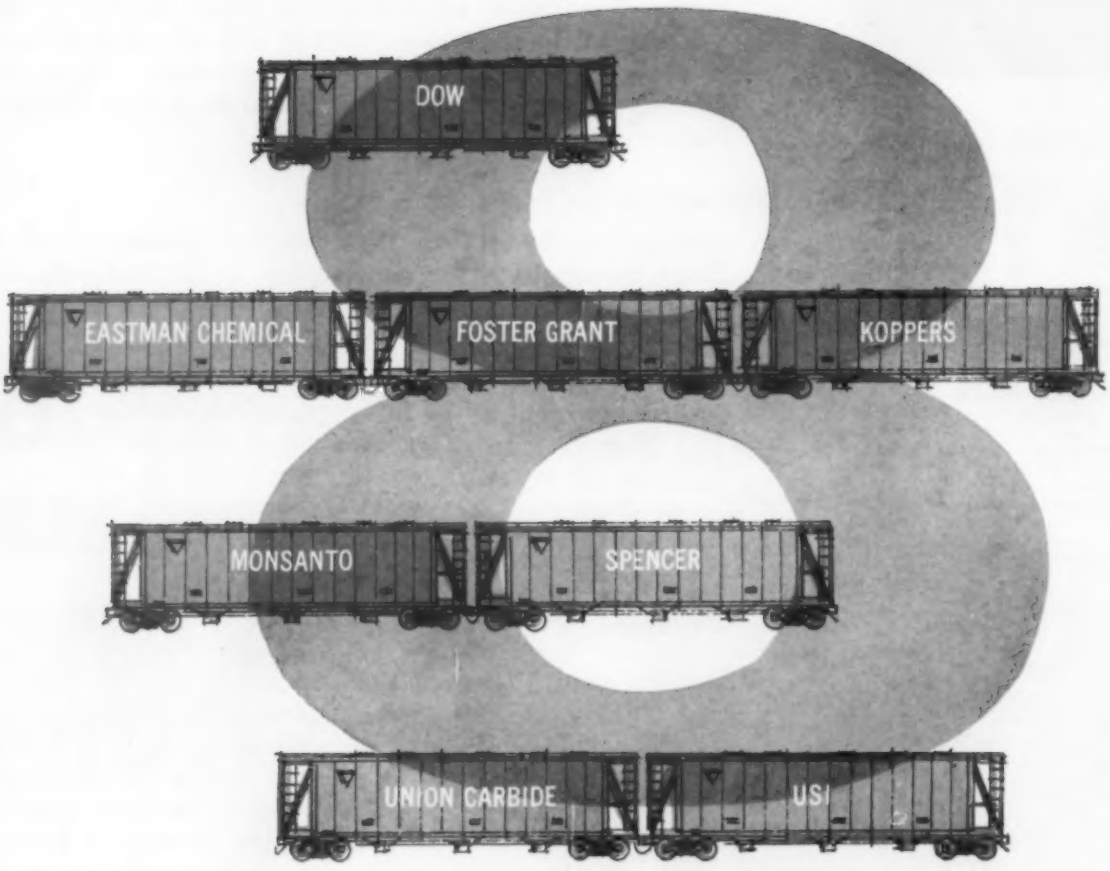
and the suspension order against him has been lifted, according to the BLE. The chief engineer of Mr. Laney's division will appoint a successor, but as matters stand Mr. Laney would be eligible to run for election as local chairman again when the division next votes for officers. The L&N engineer's troubles began when he accepted the fireman-off principle and sought to negotiate a measure of job security for enginemen on his division.

New York Central will slash rates . . .

on certain manufactured goods in its continuing fight to prevent loss of traffic to the St. Lawrence Seaway. Year-round reductions averaging 20% are planned on iron and steel rods, trucks, autos, chinaware, paper and paper products, pulpboard and fiberboard and agricultural implements. Liquors and wines, chemicals and allied products, and canned and preserved foodstuffs may be added to the list later.

Fifty new trains will go into service . . .

on the Boston & Maine this week in what President Patrick B. McGinnis calls "an all-out effort to gain commuters." The new trains will be operated in the Boston area on a six-month trial basis. Mr. McGinnis thinks the combination of "low fares, new modern air-conditioned equipment" and better service may help reverse the trend that saw B&M's daily round-trip commuter load drop from 32,000 in 1953 to 15,000 today.



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Job-Freeze Demand Bargainable

► **The Story at a Glance: A union demand that no position be abolished without its consent is a bargainable issue under the Railway Labor Act—and the Norris-LaGuardia Act prohibits injunctions against strikes to enforce such demands.**

The U. S. Supreme Court so ruled last week, upholding the Order of Railroad Telegraphers in its job-freeze dispute with the Chicago & North Western. Reversing the Seventh Circuit Court of Appeals, which had decided against the union, the high court affirmed the original district-court ruling that a strike-stopping injunction could not be issued.

The dispute arose more than two years ago when the North Western proceeded to obtain authority from state commissions to install its Central Agency Plan. The plan contemplates discontinuance of a full-time agent at numerous small stations and provides, instead, for a centrally-located agent to perform necessary agency services at the central station and at neighboring stations.

The Supreme Court decision clearing the job-freeze issue as bargainable was a 5-to-4 ruling. With it came a dissenting opinion which warned that an ORT win would "destroy the public regulation of abandonments, provided and contemplated by Congress in the public interest, and render them subject to the union's will alone."

The majority seemed aware of such prospects, but said Congress alone could help overcome them. The court referred to views of those who think Congress was "unwise in curtailing the jurisdiction of federal courts in railroad disputes as it did in the Norris-LaGuardia Act," and to arguments pointing to the "financial debilitation" of the North Western and to the "absolute necessity for abandonment of railroad stations."

"These arguments, however," the court added, "are addressed to the wrong forum. If the scope of the Norris-LaGuardia Act is to be cut down in order to prevent 'waste' by the railroads, Congress should be the body to do so. Such action is beyond the judicial province and we decline to take it."

(C. M. Roddewig, president of the Association of Western Railroads, called the court ruling "a bad decision [which] sets the railroad unions in a position where they can step in and take over managerial functions of the railroads." He said the situation can be corrected only through legislation.

(Editorial opinion appeared to be massing behind the carriers. All four Chicago dailies, for example, rapped the effects of the ruling—first time in the AWR's recollection when every paper picked up such a topic for editorial comment on the same day).

The principal dissent, embodying the warning that regulation of abandonments would be destroyed, came from Justice Whittaker. It was subscribed to also by Justices Frankfurter and Clark. Justice Potter said he, too, agreed with the Whittaker views, assuming the federal courts had jurisdiction in the case—a matter about which Mr. Potter had "strong doubt."

Justice Clark also filed a dissent of his own. Noting that some of the states have approved some of the proposed station-service changes, he said the court "gives the union a veto power over this action of the states." For all practical purposes, the court "is telling the railroad that it must secure the union's approval before severing the hundreds of surplus employees now carried on its payroll," Mr. Clark also said, adding:

"Everyone knows what the answer of the union will be. It is like the suitor who, when seeking the hand of a young lady, was told by her to 'go to father.' But, as the parody goes, 'She knew that he knew that her father was dead; she knew that he knew what a life he had led; and she knew that he knew what she meant when she said 'go to father.'"

On the majority side were Justice Black, who wrote the decision, Chief Justice Warren, and Justices Douglas, Harlan and Brennan. The decision held that the Norris-LaGuardia Act's definition of "labor dispute" is broad enough to include that arising out of the job-freeze demand.

"Unless the literal language of this

High Court to Review Trucker Antitrust Case

Eastern railroads and the Eastern Railroad Presidents Conference will get a Supreme Court review of the antitrust case won in lower courts by the Pennsylvania Motor Truck Association and a group of long-distance truckers.

The case involves the truckers' complaint against public relations practices and legislative activities of the eastern roads. The lower-court rulings have awarded the truckers damages exceeding $650,000 and enjoined the railroads from advocating legislation to increase taxes on long-distance trucks and from any other activities "derogatory" of the truckers.

The railroad petition for review told the Supreme Court that the impact of the lower-court decision "far transcends" the consequences to the parties in the case. The petition added:

"It will directly affect the legality of any activity of such a public relations or legislative character which is prompted by economic self-interest and which may also be adverse to the interests of a competing industry. The familiar public and legislative battles between the dairy and the oleomargarine interests, the tariff struggles between domestic manufacturers and importers of foreign goods, and other like conflicts are now proscribed."

definition is to be ignored, it squarely covers this controversy," the court said. "Congress made the definition broad because it wanted it to be broad. There are few pieces of legislation where the Congressional hearings, committee reports, and the language in the legislation itself more clearly point to the necessity for giving the act a construction that will protect the Congressional policy the Act adopted . . . The hearings and committee reports reveal that Congress attempted to write its bill in unmistakable language because it believed previous measures looking toward the same policy against nonjudicial intervention in labor disputes had been given unduly limited constructions by the courts."

Specifically, the ORT demand seeks to amend its working agreement with the North Western by adding the following rule: "No position in existence on Dec. 3, 1957, will be abolished or discontinued except by agreement between the carrier and the organization."

In qualifying the demand as a bargainable issue under the Railway Labor Act, the court said it was an ORT effort to change the "terms" of an existing collective bargaining agreement. The employment of many station agents "inescapably hangs on the number of stations that will either be completely abandoned or consolidated with other stations," the court observed.

"And," it added, "in the collective bargaining world today, there is nothing strange about agreements that affect the permanency of employment."

The court then recorded its disagreement with the decision of the Circuit Court of Appeals for the Seventh Circuit (where the railroad won) which held that the ORT demand "represents an attempt to usurp legitimate managerial prerogative in the exercise of business judgment with respect to the most economical and efficient conduct of its operations." As to this, the Supreme Court said:

"The Railway Labor Act and the Interstate Commerce Act recognize that stable and fair terms and conditions of railroad employment are essential to a well-functioning national transportation system . . . In an effort to prevent a disruption and stoppage of

(Continued on page 50)

Watching Washington *with Walter Taft*

• **RATE UMBRELLA** is sought by American-Hawaiian Steamship Co. before it proceeds with plans to resume water-carrier service in the intercoastal trade. The company suspended this domestic service in 1953 after having operated it for more than fifty years.

NEW CONTAINER SHIPS to resume the service will be acquired at a cost of $100 million if the ICC gives assurance that it will announce and adhere to a competitive-rate policy which makes fully-distributed costs the basis for fixing minimum rates. American-Hawaiian's chairman, S. H. Moerman, thus propositioned the Commission in a recent letter.

CONCERN about "selective rate cutting" by railroads gives pause to A-H, so Chairman Moerman said. He also said the concern is shared by lenders who would supply capital for the new ships, and by the Federal Maritime Administration, which would guarantee the mortgages. In other words, A-H finds its plans impeded because of "confusion in the minds of the public" regarding the meaning of the 1958 Transportation Act's rate-freedom provisions.

THE WATER CARRIER wants the Commission to "publicly reaffirm" as its competitive rate policy a statement made in 1958 by Commissioner Freas, who was then Commission chairman. The Freas statement said that "for the purpose of ascertaining the most economical form of carriage, full costs should be the test." It also said that carriers whose full costs are higher than those of this "most economical form" should not be permitted to undercut its rates.

COMMISSION DECISIONS on competitive rates have embodied no such precise statement of policy. They've been adhering to the usual every-case-on-its-merits approach. The railroad position, of course, is that fully-distributed costs should have no role in competitive rate-making, the only proper test being whether proposed rates would be compensatory.

A $10-TO-$20 PER TON SPREAD on the full-cost basis would be its advantage over railroads if it acquired the container ships, A-H told the Commission. It suggested the Commission will have a good opportunity to "reaffirm" the Freas statement when it makes a presentation to the Senate's merchant marine subcommittee which is investigating the plight of intercoastal and coastwise shipping.

HEARINGS HELD thus far by this subcommittee have afforded water carriers and truckers their opportunity to complain about railroad rate practices and the Commission's competitive rate decisions. Sessions at which the Commission and the railroads will be heard have been promised, but not yet scheduled.

• **SETBACK FOR RAILROADS** is the Senate Commerce Committee's decision to send the track-car bill to the Senate calendar with a recommendation that it be passed. The bill, S.1425, is supported by the ICC and railroad labor unions as a "safety" measure but opposed by railroad management as a "make-work" proposal. It would give the Commission power to prescribe rules for operation of track motor cars.

THE SENATE COMMITTEE added what it considers an anti-make-work amendment stipulating that nothing in the bill shall be considered as requiring any minimum crew or prescribing a crew on any track car involved. AAR President Daniel P. Loomis has said that such a provision would be "utterly ineffective" as a cure for the "featherbedding inherent" in the bill.

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What Are Big RR Questions?

Is Telegraphy Obsolete?

I recently became a steady reader of your page, and must confess I find many of the letters to be of great interest. In case this question hasn't been submitted, I should like to toss it into your circle of discussion:

With the many types of communications being used by our nation's railroads, viz.; Teletype, telephone, walkie-talkies, radios, etc., how long will it be before the railways' telegraph system of communications becomes obsolete?—*Robert K. Grabenbauer, cashier-telegrapher, Minneapolis & St. Louis.*

Telegraph communications today generally means printing telegraph or Teletype as well as Morse telegraph. Telegraph systems, as so defined, do not become obsolete. Rather, they are modernized as time goes on.

As part of this modernization, many railroads have eliminated Morse (or hand) telegraph. The Southern Pacific and the Union Pacific, for example, do not have any Morse telegraph in service. The SP handles messages via telephone to a telegraph office, where Teletype equipment is available. Many roads which have been removing Morse telegraph have done so because of the difficulty of obtaining operators who are trained to use Morse code. Thus many of them are forced by employment circumstances to hire people who can take train orders via telephone, and the message work has to be handled by printing telegraph or telephone.

So it is not a case of telegraph systems becoming obsolete, but more a case of upgrading them. While today's printing telegraphs normally operate at 60 words per minute, some roads have 75- and even 100-word-per-minute circuits.—*These comments were supplied by a reader who prefers to remain anonymous.*

Wheel-Limit Effect?

Should or should not railroads adopt the proposed wheel loading limitation of 800 lb per inch wheel diameter, now being pressed by the AREA and AAR joint committee?

With these new 20,000-gal tank cars now coming into service and also several roads having hoppers of 200,000-lb capacity coming into general service, with a gross load of 251,000 lb on wheels, what will be the effect of such a limitation as time goes on?—*Lee Spencer, Scottsdale, Ariz.*

Are RR Purchases Over-Inspected?

Insofar as the L&N is concerned, we do not consider that railroad purchases are over-inspected. We accept manufacturers' certificates on many products, such as: wheels, steel plates and sheets, forgings, castings, and journal bearings.

Manufacturers have a responsibility to furnish good quality merchandise. This creates customer confidence and is a determining factor in the success of a business. It follows that manufacturers, if left to their own initiative, will do a good job before shipment. With this in mind, inspections by company employees at the manufacturers' plants have been practically eliminated.—*C.N. Wiggins, chief mechanical officer, Louisville & Nashville.*

A forum for railroaders who want to explore questions of importance to their industry, this column welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N. Y. **"What Are Big RR Questions?"** we keep asking our readers. Here are some replies. What are yours?

Why Are Running Boards Required on Top?

In our discussion of this subject on February 22, we noted that Division 3 of the ICC had approved Union Tank Car Co.'s car without running boards, by an order dated July 16, 1959. As we noted further, this order was considered by the whole Commission December 7, 1959, and an objection filed by labor interests was at that time denied.

Subsequently, in a corrected order dated February 26, the Commission set aside its actions of July 16 and December 7 and reopened the proceeding for further consideration. Disposition of the reopened hearing will be made by Division 3. Although this may be a technicality, Union Tank Car Co. is reported to be putting running boards back on the cars they are making at this time—*Editor.*

GEORGE C. RANDALL

(1883-1960)

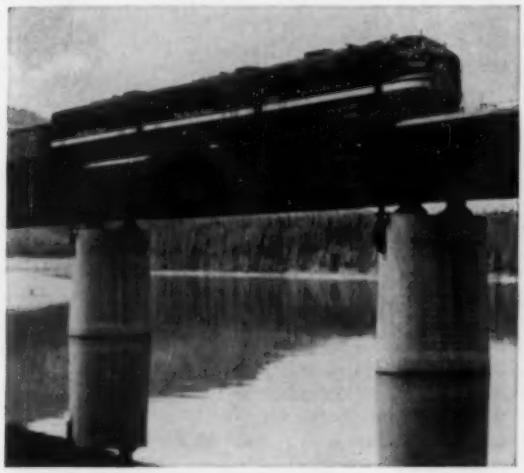
George Randall, who originated this department for Railway Age in 1953 and continued to direct it until illness prevented, died April 16. The enormous store of knowledge, the wide circle of friends and the never-failing good humor Mr. Randall brought to the department will be sorely missed by all of us at Railway Age.

District Manager, Car Service Division, Association of American Railroads at New York from 1946 until his retirement in 1953, Mr. Randall entered railroad service as a Boston & Maine telegrapher in 1898. Breaking his service to attend Norwich University, from which he received a B.S. in civil engineering in 1904 and an honorary M.S. in 1936, Mr. Randall returned to railroading as operator on the Colorado & Southern in 1904. Subsequently he became chief dispatcher and superintendent of transportation for the same road.

From 1917 to 1919, Mr. Randall was on leave for army service as a captain in the Quartermaster Corps. Following his army service, Mr. Randall joined the car service division of the AAR, with which he was associated until his retirement in 1953.

Mr. Randall is survived by his widow, Virginia, two sons, H. Gordon Randall (district manager, Car Service Division, Detroit) and George, and two daughters, Mary and Gertrude.

SEVENTY-FIVE 85's! That's only part of NP's expanding Piggy-Back service in 1960. Seventy-five 85-ft. flat cars are now on order, plus 50 auto carriers. NP offers system-wide Piggy-Back service.



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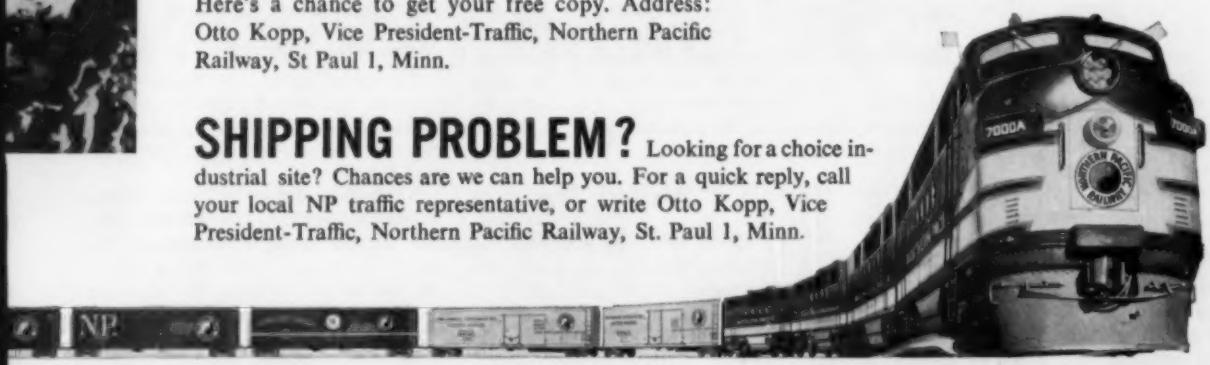
27,000 HORSES! NP plans to spend almost three million dollars in 1960 for 15 new 1800-HP diesel road switchers like this. It's all part of a continuing improvement program to keep NP service tops!

SHIPPING PROBLEM? Looking for a choice industrial site? Chances are we can help you. For a quick reply, call your local NP traffic representative, or write Otto Kopp, Vice President-Traffic, Northern Pacific Railway, St. Paul 1, Minn.



NORTHERN PACIFIC—really terrific!

New Pack Cuts Windshield Breakage

A new method for damage-free shipping of curved automobile windshields is described as "superior to all packs previously used."

This new "Safepack" consists of compound, triangular, slotted top and bottom fiberboard supports designed to hold each windshield individually in an upright, free-standing position during shipment and while being dispensed from the carton. Since the curved glass shields will break if too rigidly packaged, the bottom supports have special shoulders designed to allow some play and at the same time keep the edges of the shields from hitting the sides of the outer carton. The triangular top supports are fastened to wooden 2 by 4's to hold the windshields firmly from above. Top and bottom supports are alined with each other, and the entire assembly is securely fastened with steel strapping.

The new pack is the result of joint research by Shatterproof Glass Corp., Detroit; River Raisin Paper Co., manufacturer of the new carton; A. R. Schroeder, of the New York Central; and the testing laboratory of the Association of American Railroads.

Arbitration Hearing Recessed

One major rail labor dispute went into recess last week as another moved closer to emergency fact-finding procedure.

The six-man arbitration panel hearing the BLE wage case suspended sessions after the brotherhood completed presentation of its case and the first carrier witness took the stand. Hearings are scheduled to resume May 2.

Meanwhile, the National Mediation Board notified President Eisenhower that the dispute between the non-ops and the carriers threatens to halt essential transportation service and disrupt interstate commerce. Formal notification cleared the way for creation of an emergency board to hear the wage-benefit case.

There were these other developments:

- Secretary of Labor Mitchell reaffirmed his belief that a commission should be created to study the railroad work rules situation.
- Disputes involving installations of radio-telephone equipment got attention on three fronts. An arbitration board is scheduled to begin hearings May 16 in Detroit on a dispute involving the BLE and the DT&I. The demand: payment of an arbitrary to engineers for using the communications tool. A similar demand (along with four other BLE proposals) is slated to go before an emergency board early in June in Los Angeles. The dispute, on Santa Fe Coast Lines, involves two major points, according to the union: a radio-telephone arbitrary and guaranteed mileage for extra-board engineers.

(At the BLE hearings in Chicago, an engineer testified that a locomotive is more difficult to operate if it's equipped with radio-telephone. The apparent reasoning: longer trains are equipped with radio. Longer trains are more difficult to handle. An engineer's responsibility increases as train length increases.)

- An emergency board was scheduled to begin hearings in New York this week on a dispute between the Long Island and those of its employees who are represented by the Brotherhood of Railroad Trainmen. The dispute involves BRT demands for changes in working rules. Members of the emergency board, appointed by President Eisenhower last week, are Curtis G. Shake, E. A. Lynch and L. H. Bailer.

Norfolk & Western Launches Area Development Study

A research project, designed ultimately to create 30,000 jobs and $120 million in new annual industrial payrolls in the Norfolk & Western's traffic area, has been initiated by that railroad.

The study—described as "the most comprehensive ever conducted for an American railroad"—will take two years to complete, but initial reports for use of N&W customers and other interested industries are expected to be available within four months.

Conduct of the study has been assigned to Fantus Area Research, of New York and Chicago, with the overall objective of "implementing an aggressive new program to bring appropriate industries into the area the railroad serves, to improve the area's economic base, and to diversify N&W revenue sources."

Linde Rail Welding Plant Set for Birmingham

Linde Co., Division of Union Carbide Corp., will open its second dual line Ribbonrail Welding operation at Birmingham, Ala. The first such Linde plant is located at Harrisburg, Pa. (RA, March 14, p. 68).

The new Linde-operated plant will be located on a site adjacent to the Ensley Steel Works of United States Steel Corporation's Tennessee Coal and Iron Division. A steady supply of new rails in standard 39-ft lengths will flow into the welding plant from that mill and will emerge as a dual stream of continuous welded rail.

The first welded rail produced by the new installation will be placed in service on the Louisville & Nashville.

The welding plant, a complex of six buildings on a ten-acre site, is in the Ensley switching yards and is convenient to all railroads serving Birmingham.

"Proximity to the rolling mill," says R. H. Bennewitz, manager, sales, Linde's Oxweld Railroad Department, "eliminates the problems of rail supply, erases the expense of moving and setting up equipment at new sites, and does away with needless double handling of rail."

MTMA Moves Toward More Automation

To attain added mobilization effectiveness, the Military Traffic Management Agency (MTMA) is developing plans for automation of its traffic control functions.

Through a feasibility study project known as MTMA UNITRAM (Military Traffic Management Agency Universal Integrated Traffic Management), the agency is exploring the maximum application of electronic accounting machine methods to traffic management operations. Although designed primarily for possible wartime emergency, the UNITRAM emergency traffic control concept also has peacetime applications.

For longer lasting seals—*specify*

WABCO® REPLACEMENT PARTS

Westinghouse Air Brake Company makes its own packing cups, gaskets, diaphragms, and other seals. *And, they are second to none!* They are major components of any brake equipment. And the recent extension in cleaning periods of AB brake equipment to 4 years, places increased emphasis on WABCO reliability. Integrity of brake operation through this period is assured by using only original WABCO replacement parts at C.O.T. & S. periods.

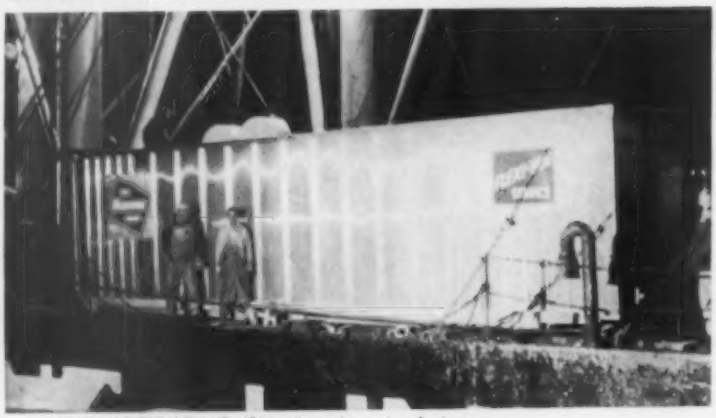
Genuine WABCO Replacement Parts are made on the same molds and under the same strict policy of Quality Control as were the seals in your original installation. *They are identical in every way.* Furthermore, each renewal part bears the date of manufacture molded into it . . . so you can easily keep an accurate record of the long, trouble-free service you will get. *Under normal conditions, dated WABCO seals should go through two or three service periods without noticeable wear or deterioration.*

To continue to get top performance from your air brake equipment, use only Genuine WABCO Replacement Parts.

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PENNA.

Flexi-Van: New Strides

AT HOME . . . F-V moves autos Detroit to New York.



. . . AND ABROAD: Outboard motors to Antwerp.

Solid Flexi-Van trains last week began clipping off the 960 miles between New York and Chicago at near-passenger-train speeds.

Dubbed "Super-Vans" by the New York Central, the new trains went into service April 20. NYC said they offered the "fastest freight schedules ever" between the nation's two largest cities—in effect, one-day transit time.

The westbound "Super-Van" leaves New York at 12:30 a.m. for arrival in Chicago late the same day. Eastbound, Chicago departure is at 12:01 a.m. for arrival in New York City early the next day.

Inauguration of the "Super-Van" operation followed what Arthur E. Baylis, NYC's vice president—freight sales and service, called a "phenomenal demand" for Flexi-Van service. He said F-V volume last month was nearly 3,000 vans —compared with 1,810 in March 1959.

Other Flexi-Van developments:

● NYC has put its St. Louis-New York "So'Westerner"—which handles Flexi-Vans as well as perishables and merchandise freight—on a seven-day-a-week basis to meet increasing demands for the new fast service. The train, which leaves St. Louis at 6 p.m. and arrives in New York at 7 a.m. the second morning, had been operating only three days a week since its inauguration in January (RA, Jan. 18, p. 7).

● First Flexi-Van shipment of automobiles from Detroit to New York (RA, April 18, p. 40) has drawn high praise from the shipper, Chrysler Corp. One big reason: cost was $69 per auto (under 4,-200 lb), $10 to $25 cheaper than shipment by other methods, according to a New York Central spokesman.

● Flexi-Van continued to gain an international flavor as another F-V shipment of outboard motors, loaded at Milwaukee, sailed from New York aboard a States Marine Line freighter. Destination: Antwerp. (RA, Dec. 21, 1959, p. 60.)

Shipper Advisory Boards Elect New Officers

New officers have been elected by regional shipper advisory boards, as follows:

Allegheny: General chairman—Dwight L. Koerber, executive secretary, Coal Traffic Bureau of Northern West Virginia, Ohio and Western Pennsylvania, Pittsburgh, Pa.; vice general chairman—Frank W. Klos, assistant to vice president, Wheeling Steel Corp., Wheeling, W. Va.; general secretary—C. D. Duffy, general traffic manager, Westinghouse Electric Corp., Pittsburgh; chairman, executive committee—G. W. Brundage, assistant sales manager and traffic manager, Bessemer Limestone & Cement Co., Youngstown, Ohio.

New England: General chairman—J. E. Bressette, director of transportation, Wirthmore Feeds, Waltham, Mass.; vice general chairman—J. B. Hedges, traffic manager, Manufacturers Association of Connecticut, West Hartford; general secretary—John Hogan, district traffic agent, American Sugar Refining Co., Boston; chairman, executive committee — R. L. Travis, traffic manager, S. D. Warren Co., Cumberland Mills, Me. (retiring president).

Pacific Coast: General chairman—L. W. Gragg, general traffic manager, Kaiser Gypsum Co., Oakland, Calif.; vice general chairman—Paul Porton, district traffic manager, Libby, McNeill & Libby, San Francisco; secretary—A. K. Pentilla, traffic manager, Sherwin Williams Co., Oakland.

Pacific Northwest: President—M. A. Kasen, traffic manager, Centennial Mills, Portland, Ore.; vice president—Steve Kipper, manager, Can-Go Shippers Association, Seattle, Wash.; executive secretary—E. W. Hilton, Jr., traffic manager, Douglas Fir Plywood Association, Tacoma, Wash.

Southeast: General chairman—D. A. Jones, traffic agent, Coosa River Newsprint Co., Coosa Pines, Ala.; vice general chairman—W. M. Rowen, supervisor, traffic and shipping, General Electric Co., Rome, Ga.; general secretary—J. L. Gilbert, traffic manager, Board of Commissioners, Port of New Orleans.

Dividends Declared

CLEVELAND & PITTSBURGH.—4% special guaranteed, 50¢, quarterly; 7% regular guaranteed, 87½¢, quarterly, both payable June 1 to holders of record May 10.

GREAT NORTHERN.—75¢, payable June 1 to holders of record May 9.

LOUISVILLE & NASHVILLE.—$1.25, quarterly, payable June 13 to holders of record May 2.

MINNEAPOLIS & ST. LOUIS.—35¢, quarterly, payable May 31 to holders of record May 16.

NEW YORK CENTRAL.—25¢, payable June 10 to holders of record May 12.

NORTHERN OF NEW HAMPSHIRE—$1.50, quarterly, payable April 30 to holders of record April 14.

tight freight

To the shipper, *Steel-Corr* Carliner
means a new kind of security for lading: tight, clean,
class "A" packaging; to the railroads it
means tighter schedules, satisfied customers.

Steel-Corr cuts rejections, switching, make-up time;
speed and savings begin *at the dock*.

Not a temporary package either, *Steel-Corr* is
designed for permanence . . . and much more quickly
installed, much more easily maintained . . .
two men can upgrade a car in half an hour
(fifteen minutes with a stapling gun). Write for brochure.

Steel-Corr the new material
with years of experience

INTERNATIONAL-STANLEY CORPORATION | 8401 WEST DODGE ROAD
OMAHA 14, NEBRASKA

A Steel-Corr lined car ready for loading at A. E. Staley Manufacturing Company, Decatur, Illinois. Another satisfied shipper who prefers Steel-Corr lined cars.

Heed Public Needs, Attorney Urges

Transportation is undergoing revolution—but it's been the shipper, not the transportation industry itself, acting as the force for change, according to William J. O'Brien, Illinois Central general commerce attorney.

"Generally speaking," Mr. O'Brien charges, "all transportation agencies have been oblivious to the public needs. The pattern for years has been to sell the shipper on the service available rather than to inquire what type of service is needed. The services to be afforded by coordinated rail-barge-truck transportation—single billing, faster handling, lower costs, more available information—are services the shipping public feels should be available in modern-day transportation.

"The shipper has refused to conform any longer and, if the day is not too far distant when we see the highways and waterways crowded with shippers' vehicles and vessels, [then] the railroad, trucking and barge companies have only themselves to blame.

"The revolution in transportation is not the acquisition of one agency by another—that is 20 years late. The revolution is private shipping, and it is time that all agencies of transportation—rail, barge and truck—awoke to the fact that they have a common and powerful competitor."

Shipper support for the IC-SP application to purchase a barge line, Mr. O'Brien notes, demonstrated that the principal public interest lies in provision of an efficient and enterprising transportation system. Opponents of diversification raise the cry of monopoly, and "obviously the shipping public will not buy that. But what is of equal concern is the question: Will the other agencies of transportation prove to be gullible as well as retrogressive?"

Shippers, Mr. O'Brien declares, know where they stand—and they know that private carriage is their insurance against any monopoly.

The IC attorney's comments came last week at a meeting of the Ocean Freight Agents Association in Chicago.

Railroading  After Hours with Jim Lynch

MOVE OVER, MR. PERLMAN—The head of the New York Central has done considerable appropriate objecting to the high taxes New York City assesses against Grand Central Terminal, charges which the town's publicly provided airports and bus terminals largely escape.

Now he can make room for some company. The same kind of socialistic competition is invading the baseball business. The city is going to build a stadium (tax-exempt, of course) and lease it to the local club of the new baseball league that Branch Rickey is organizing. The chief of the New York Yankees—who provide their own ball park and pay $200,000 taxes on it—is quoted as calling the city's invasion of the baseball business "damned unfair."

He is right, of course—but he will get used to it. It's the kind of deal the railroads have been getting on a far larger scale for years, not only in New York, but in practically every big city in the country.

BLOOD FROM A TURNIP—Although the British railways are running in the red, a government investigating committee has recommended general wage increases—mainly to equalize railway pay with that for similar work in other industries. This is like the fellow, with barely enough income to pay his rent and grocer's bill, going out and buying himself a new car because he believes he "deserves" the best there is in transportation.

"The only railway system which can pay the wages the railway men 'ought to have' is a system which users will want to use and will pay properly for using." So says the London Economist.

Who is going to put up the money for high wages on the railways—either here or in Britain or anywhere else—unless the railways can attract enough traffic to pay such wages? Neither in Britain nor the U.S. are the railways earning enough to pay, even, present wages—while meeting other necessary expenses. The only way to pay more money to individuals, under these conditions, is to cut down the number of individuals there are to pay.

SCARY IDEA—In the April 9 issue of National Review magazine, Writer John Chamberlain observed that "issues are almost never settled. They are by-passed and, eventually, they are outflanked." He goes on to say that there are several issues that are troubling people today (he doesn't mention transportation, which is the one that troubles me most).

He goes on to say (and this one bothers me because it's so plausible):

"Whenever there is fear that a sizeable bloc of votes will be offended, nothing drastic will be done in Washington."

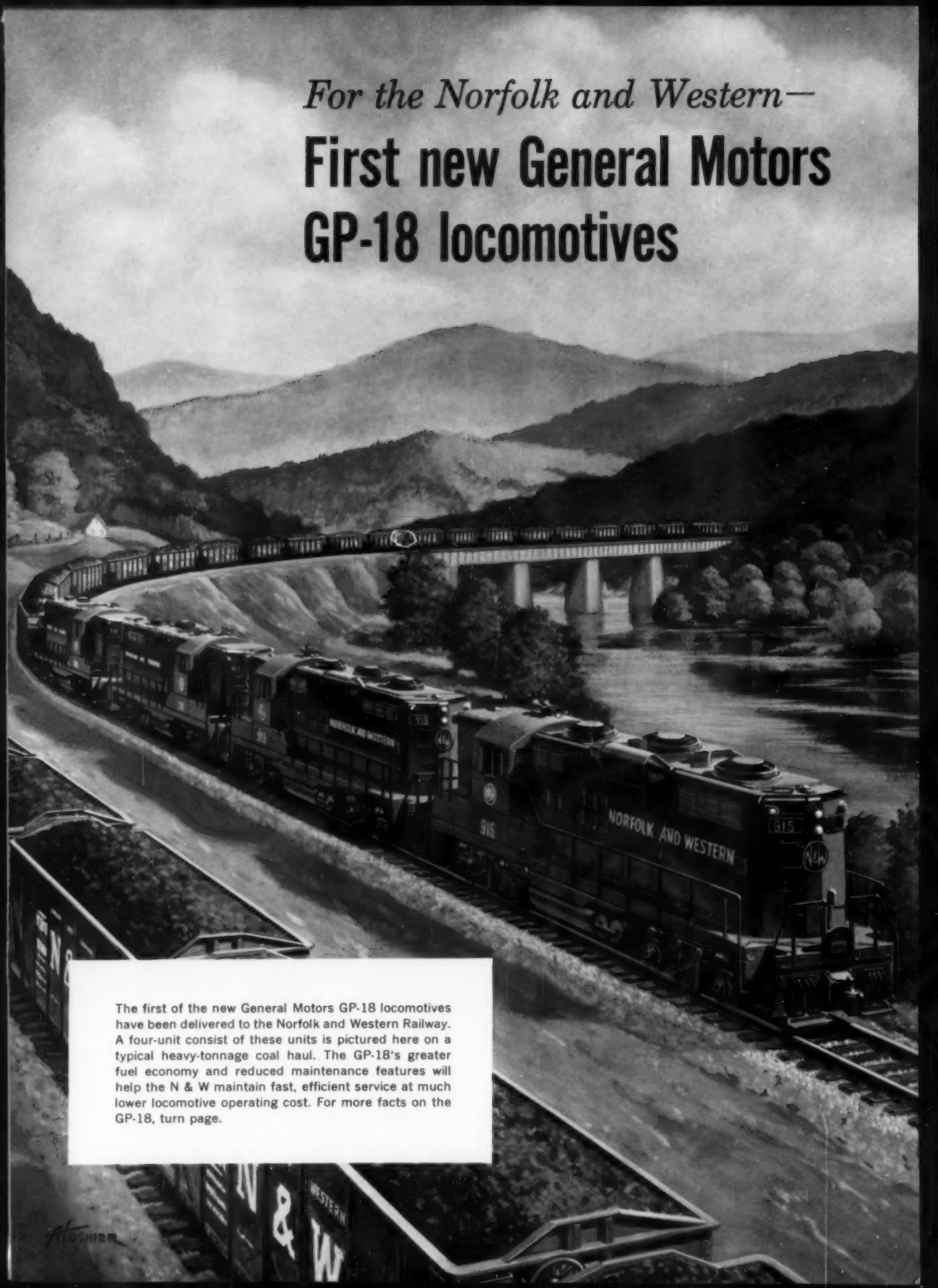
What will happen to transportation in the U.S. if government does "nothing drastic" about it? The outcome is not inevitable one way or the other. It depends on the honesty and intelligence of America's opinion leaders.

TONGUE TWISTER—I was talking the other day at a meeting of the Railway Systems & Procedures Association and my tongue got twisted when I tried to say "statistical storehouse." The words did not come out quite as I intended, to my chagrin and the considerable amusement of the audience. If any of you readers have suffered comparable embarrassment, I wish you'd tell me about it. Misery, as they say, loves company.

Fortunately for me, I was among friends. This RSPA interests me. I've followed its development from its inception. I'd guess the key to its popularity among many earnest railroaders is the fact that it's interdepartmental. There are a lot of effective organizations on the railroads—one, in fact, for practically every department. You look at the people who attend these RSPA meetings, however, and you'll find them from all over the lot—operation, mechanical, rates, accounting, communications, sales, passenger traffic and what have you.

For the Norfolk and Western—

First new General Motors GP-18 locomotives



The first of the new General Motors GP-18 locomotives have been delivered to the Norfolk and Western Railway. A four-unit consist of these units is pictured here on a typical heavy-tonnage coal haul. The GP-18's greater fuel economy and reduced maintenance features will help the N & W maintain fast, efficient service at much lower locomotive operating cost. For more facts on the GP-18, turn page.

Delivery of twenty-four GP-18 locomotives to the Norfolk and Western completes a group of 192 General Motors units delivered to this road over the past year and a half—largest single order for General Purpose type units. One of the new 1800 hp GP-18 units is pictured here prior to shipment from the Electro-Motive plant in La Grange, Illinois.

The GP-18 closely resembles past General Motors General Purpose locomotives in size and appearance. It measures 56 feet from coupler to coupler. Height is 15 feet and width is 10 feet.

The GP-18:

General Purpose versatility, lower operating and maintenance costs

The GP-18 is a cost-cutter. To the versatility of the General Purpose locomotive, the GP-18 offers new features that measurably reduce costs in two vital areas—fuel consumption and scheduled maintenance.

Lower fuel consumption. The 567D-1 engine in the GP-18 is even tougher, more reliable and longer-lived than the famous "C" engine that it replaces. It is more efficient, capable of producing *equivalent horsepower on five-percent less fuel.* New Electro-Motive fuel-saving needle valve injectors combine with a revolutionary 20:1 compression ratio to provide this reduction in specific fuel consumption.

60% reduction in scheduled maintenance. The GP-18 contains more than thirty new and improved parts and components that permit reduction of scheduled maintenance requirements up to sixty percent. The effectiveness of these items to reduce such maintenance by more than half, has been demonstrated in actual road service.

New electro-magnetic control apparatus in a dirt-free cabinet completely eliminates the maintenance required of previous electro-pneumatic control equipment. Sealed bearings, new insulation and other improvements have increased service life of the new main generator by fifty percent. A water-cooled air compressor, improved traction motors, better oil filters, oil seals—all contribute to the remarkable economy of the GP-18. All new General Motors road locomotives contain these maintenance reduction features.

For new or replacement power. The GP-18, with four-wheel truck design, will integrate readily with present motive power equipment, operations and methods. Older 4-wheel truck units (GM "F" and "GP" models) may be turned in for GP-18 locomotives at substantial savings on Electro-Motive's Locomotive Replacement Programs. For specific details, contact your Electro-Motive representative.

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS · LA GRANGE, ILLINOIS
Home of the Diesel Locomotive
In Canada: General Motors Diesel Limited, London, Ontario

GENERAL MOTORS LOCOMOTIVES

Now is the time for a giant stride in motive power . . .

1800 hp General Purpose GP-18 | 1800 hp Special Duty SD-18 | 2000 hp General Purpose GP-20 | 2400 hp Special Duty SD-24 | 1325 hp Road Switcher RS-1325

KANSAS CITY SOUTHERN Lines

Meet The Folks Who Sell Our Service

(One of a series)

OUR OMAHA TERRITORY consists of sections of Nebraska and Iowa, and includes the primary cities of Omaha, Lincoln, Beatrice, Fremont, Firestone, Hastings, Seward, and McCook, Nebraska; and Sioux City and Council Bluffs, Iowa.

From the "good earth" springs the prosperity of this area. Through exchanges at Sioux City, Lincoln and Omaha, hundreds of millions of bushels of grain are marketed annually. In a dozen big plants throughout the territory, nationally-known concerns process various grains into flour, cereals, feed and vegetable oil.

Here, too, high grade livestock adds tremendously to income, and a score of meat packing plants produce all kinds of meat products for national consumption and for export through the Gulf ports.

Brewers, at Omaha, also represent a constant market for grain yields.

Other manufactures include cement, ordnance, store and bank fixtures, hardware, cross-arms, agricultural implements, containers, soap, sugar, and many other important products.

Our Omaha agency was opened by Lumer L. Kratville, general agent, April 1, 1929. Although he has retired, his intense interest in his railroad and its Omaha territory makes it fitting that he join his successor, George J. Simcik, and all of us, in thanking the many shippers of the area for the transportation business accorded us through the years.

J. W. SCOTT
Vice President — Traffic
Kansas City 5, Missouri

LUMER L. KRATVILLE, born in Omaha, established our office there April 1, 1929, after calling on shippers of the area four years as traveling freight agent. He retired September 1, 1958.

Mr. Kratville was responsible for training a dozen young men who now hold important traffic posts with Kansas City Southern Lines and other railroads.

GEORGE J. SIMCIK, a native of Omaha, has been general agent there since September 1, 1958. He began service as a steno-clerk at Omaha in 1948, after attending Creighton University, Omaha. Before his appointment as general agent, he worked as city freight and passenger agent at Omaha, and traveling freight agent and commercial agent at Minneapolis.

As a Navy Yeoman First Class, he participated in the invasion of Okinawa.

R. E. "PAT" IRELAND worked seven years for the MoP at Omaha and joined our office there as steno-clerk February 16, 1959. Like his boss, he is a Navy Veteran of World War II, and of the Korean conflict.

LUMER L. KRATVILLE

GEORGE J. SIMCIK

R. E. "PAT" IRELAND

OUR OMAHA AGENCY
504-505 Grain Exchange Bldg.
Omaha 2, Nebraska

Publish Schedules—but Keep 'em

Proposition

Many railroads make it a regular practice to publish their freight schedules for shipper use—but the timing, format and contents of their publications vary widely.

Questions

(1) Are railroad publications listing freight schedules helpful to you?

Yes	59
No	25
Sometimes	5

(2) How often should schedules be published?

Semiannually	6
Annually	1
Whenever there are important changes	52
Semiannually, or when there are important changes	8
Annually, or when there are important changes	1

(3) What should such publications contain?

Condensed schedules of through trains	59
Important connecting schedules	56
Piggyback (TOFC) schedules	36
LCL or merchandise schedules	34
Schedules of local trains	22

Published railroad freight schedules are helpful to most shippers. They would be even more helpful, many shippers say, if actual operating performance adhered more closely to the advertised times.

Most of the negative responses to the first question in this month's Poll came, in fact, from shippers who feel that printed schedules "don't mean anything," plus a smaller group whose operations are of such a nature that precise times are relatively unimportant.

As in many previous Polls, the minority was the more vocal group. Only a few of those who favor printed schedules explained their views in any detail.

One was C. D. Duffy, general traffic manager, Westinghouse Electric Corp., Pittsburgh, who says: "Traffic managers buy one item—transportation service. The more knowledge they have of consistent rail service, the greater confidence they will have in purchasing it. Thus, the railroad industry will enjoy a greater percentage of the available traffic." R. F. Porter, traffic manager, Barreled Sunlight Paint Co., Providence, R. I., agrees: "The more information railroads can keep before shippers, the better chance [they have] of recapturing tonnage from truck competition." A. L. Peterson, traffic manager, Central Illinois Public Service Co., Springfield, has found schedules "to be most beneficial, especially in cases of emergency." He hopes the carriers will continue to publish them.

Other respondents, too, indicate that publicly distributed freight schedules are valuable—but suggest that they have to be used with some discretion.

Frank Juranek, GTM, Clark Equipment Co., Battle Creek, Mich., writes, for example, that "schedules are used only as a general indication of service available. When service is a critical item, a follow-up contact is made with carrier representatives. This eliminates 'after the fact' information on congested yards, inclement weather and other reasons which make total dependence on printed schedules most unrealistic." O. A. DeCroce, GTM, Armstrong Cork Co., Lancaster, Pa., seems to hold much the same view: "A shipper with a current file of freight schedules could intelligently answer questions regarding transit times, expected arrivals, etc." But, he adds, "railroads should be just as careful and conscientious with freight schedules as they are with tariffs."

Some of the negative replies to Question No. 1 give the impression of having been written more in sorrow than in anger. "They are just not too informative," says F. L. Partridge, executive secretary and director of traffic of the Burlington, Iowa, Shippers' Association. "Railroads," he adds, "were sincere when first issuing them, and shippers route traffic by some of the information provided therein. But within a month or two we find we are not getting the service as written. Then we find, when checking, that the service has been discontinued."

E. W. Olson, Proctor, Vt., traffic manager for Vermont Marble Co., seems to feel much the same: "If schedules were maintained, they would be of inestimable value. Our experience in failure of connecting schedules is the reason for a 'no' answer to Question 1." From nearby Berlin, N. H., L. F. VanKleeck, TM, Brown Co., submits the concurring opinion that "consistent schedules are helpful; if indifferent, they are useless." "Traffic," says H. J. Peters, GTM, Carling Brewing Co., Cleveland, "too often fails to move on the schedules." Railroads, he adds, "should publish realistic information as to performance which can be expected—not the schedules they hope to make."

Chief obstacles to fulfillment of published schedules appear to be connections and terminal times. Generally, says F. J. Fruechtemeyer, traffic manager, Andrew Jergens Co., Cincinnati, "they represent only road-haul time, terminal to terminal, and do not take into consideration pick-up, loading, unloading and delivery time. Any schedule of service, other than train schedules, should attempt to measure the entire time from shipper to receiver in order to be really effective."

C. A. Meyer, executive general traffic manager, Mosaic Tile Co., Zanesville, Ohio, and C. D. Flowers, TM, New Holland Machine Co. division of Sperry Rand Corp., New Holland, Pa., make much the same point. The schedules may be "all right from station to station," Mr. Meyer points out, "but the shipper or receiver counts the time cars are spotted for unloading." Schedules, Mr. Flowers writes, "fail to recognize missed connections due to late arrivals at junction points, late departures, switching and interchange delays, etc."

He also raises the interesting idea that comparison of schedules vs. performance seems to indicate that carriers—for their own operating convenience—sometimes bypass through services in favor of a combination of local services.

W. G. Koplin, traffic manager, Salt Lake Hardware Co., agrees with the three men just quoted. "Published schedules do not mean too much because of common terminal delays. While they are generally time tables between cities, too many cars or shipments fail to get into the intended trains."

Similarly, D. H. Wetzel, traffic manager, American Olean Tile Co., Lans-

(*Continued on page 46*)

Ventilators Keep Flour Dry

▲ **INTAKE HOOD** is located at brake end of Airslide covered hopper car. Protective storm baffle is on under side of hood; locking rods, for regulating position of interior vanes, on the side.

EXHAUST HOOD is located at car's "A" end. Ventilating fan is housed in hood at top center; regulator cabinet is located in lower center, and battery case at lower right. ▶

After a year's experience with its "Filt-R-Aire" ventilating system for covered hopper cars (RA, Sept. 28, 1959, p. 18) the Russell-Miller Milling Co., of Minneapolis, reports the following results:

- If the container (i.e., the car) can be kept dry inside during loading, the ventilating system will keep it dry in transit. If any moisture appears during loading, the ventilator will dry it out in a few hours.
- By keeping the interior surfaces of the car dry, the ventilator prevents accumulation of flour dust, caking, mold, sourness or musty odor.
- By eliminating caking, the ventilator reduces car-cleaning time by 75%, from an average of eight man-hours to two man-hours, and permits cleaning most cars with a dry hand brush.
- Ventilated cars empty faster and cleaner.
- Linings of ventilated cars last longer—up to 10 years in the case of cars ventilated from the beginning.

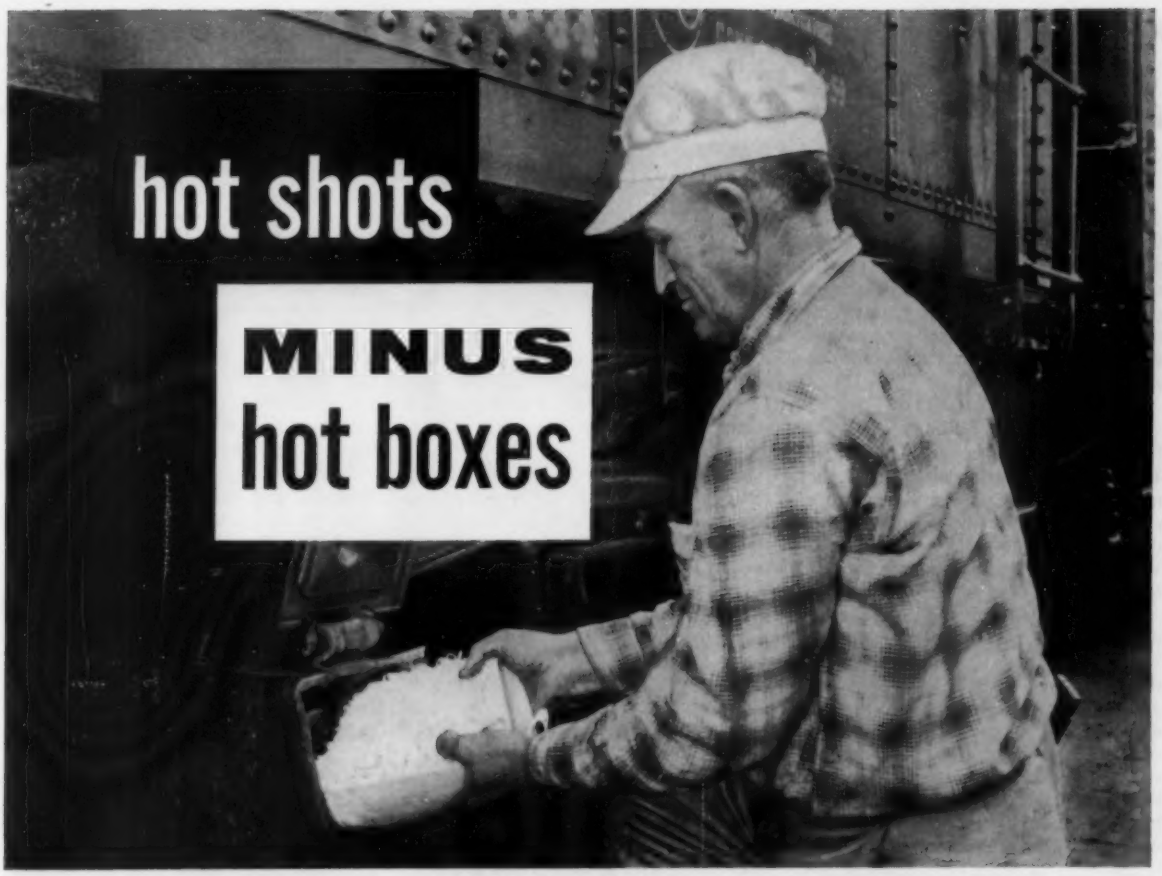
Four Cars Were Tested

The foregoing conclusions are based on a year's test with four ventilated cars operated from the Great Lakes region as far south as Texas and as far east as the Atlantic Coast under "every climatic condition involving humidity and temperature ranges." Results, says Russell-Miller, "have been so positive that we are convinced the ventilator system is the solution to most problems encountered in bulk shipment of flour."

Because of the positive results, the F. H. Peavey Co. (Minneapolis) is now offering to furnish and install "Filt-R-Aire" units on all Airslide cars, whether owned outright by railroads or leased by the carriers from General American Transportation Corp.

The ventilating system consists essentially of an intake hood (properly protected to prevent entrance of any foreign material) at one end of the car; an exhaust hood at the other end; and a fan capable of pulling 550 cfm of air through the car continuously.

The fan is operated by a battery when the car is standing; by an axle-powered generator (which also recharges the battery) when it is moving. Intake and exhaust openings can be controlled from outside the car by means of locking rods. Tests showed that car motion alone did not force enough drying air through the intake and exhaust hoods without the fan.



Overheated journals, with resultant delays to trains, are on the way out . . . on Seaboard.

The railroad man above is inserting a specially treated lubricating pad into a freight car journal box. This material, in convenient form, is vastly more efficient than the waste packing formerly employed.

In addition, our fleet of roller bearing equipped freight cars is steadily expanding in number, as new orders are placed, providing further safeguard against hot boxes.

Transportation is our business, **and constant planning to provide better facilities for shippers is a vital part of that business. Together with the friendly, personalized interest taken in your freight movements, it's something to bear in mind when you're routing to or from the growing Southeast.**

SEABOARD

AIR LINE RAILROAD

Yes . . . Seaboard has Piggyback service linking its key points with Northern centers.

THE ROUTE OF COURTEOUS SERVICE

MASON KING TAKES . . .

A Look at Europe's Railroads

Railway Age has received from W. Mason King, vice president (traffic) of the Southern, the following capsule comments on railway operations and service in five western European countries. They are the results of an extended trip which Mr. King made late in 1959.

ENGLAND—A number of years ago, English railroads were nationalized. The experiment was disastrous. Labor took over, and service, maintenance of equipment and roadway suffered. All the while, rates were going up. Meanwhile, trucks were handling a very large part of the higher-rated traffic.

England is now making an effort to return its railroads to private control, but there is no group willing to take them over and operate them in a free-enterprise system. Meanwhile, the government has advanced large sums of money in an effort to restore the railroads to their former position, and they are making some progress. They have now been taken out of the hands of the labor leaders, but it will take many years to bring them back to anywhere near a state of normal efficiency. I had several rides on railroads in England; found the equipment in very poor condition, tracks rough, and almost always a failure to keep trains on schedule.

GERMANY—Although Germany is fast coming back industrially, its railroads are in very poor condition. While much of the railroad system is electrically operated, a large part of it continues to be operated with old steam power; the cars are small and of light carrying capacity, and it isn't any wonder that the government is constantly and deeply in the red.

On the other hand, Germany has built good highways, and trucks carry the major portion of high-class merchandise. The Rhine River and its tributaries, along with man-made canals, handle a large percentage of low-class merchandise. For instance, at Stuttgart, which is a highly industrialized area, the government has just completed a canal through which great quantities of coal, oil, steel and other such products move. I was told that practically all inbound material for the Mercedes-Benz automobile plant moves via barge. [But] railroads are handling a good share of the outbound automobile movement, having constructed special cars for movement of the traffic. Trucks seem to handle the business up to about 75 miles, with rails handling tonnage for greater distances.

Although I was told it is being studied, there is practically no piggyback transportation in Germany. There seem to be two principal reasons: (1) Flat cars are very small and most of them would not accommodate a normal-size roadway trailer; and (2) Germany permits tandem operation of up to three trailers by one cab which makes for cheaper over-the-road transportation. This observation as to piggyback applies to all the European countries.

SWITZERLAND—Swiss railroads, also state-owned, are in good condition, although much of the equipment moving on the system is of light carrying capacity. There is free interchange of equipment between European nations, including Russia. Switzerland also has a good highway system and there is much truck traffic. The country is bounded on the north by the Rhine River, which is navigable all the way to Basle, and much of the tonnage for heavy industries at such points as Zurich and Basle moves via water.

Passenger service is excellent; equipment generally is in good condition; roadbeds are smooth; power is diesel or electric; and trains are crowded.

ITALY—Compared with other European countries, Italy has a good railroad system . . . The railroads are nationalized and, while the equipment generally isn't nearly on a par with what we have in this country, it was evident they are leaning toward larger cars, heavier rail and better motive power. Some of the passenger equipment is as good as anything we have here.

Improvements in rail transportation all over Italy include construction of new and modern passenger stations . . . It is freely admitted that Uncle Sam has furnished most of the money for building stations and other improvements.

FRANCE — France's nationalized railroads are likewise in the red and seem to me to be in very poor condition. I took an overnight ride from Paris to Nice on the best train operated in France, but found the equipment in poor condition and the roadway rough . . . Trucking operations on France's highways, as in most European countries, are on a free enterprise basis and handle a large part of the traffic that can afford worthwhile revenues.

•

In general, considering the fact that barge lines and trucks are subsidized just as they are in this country, and the generally short hauls, it is not surprising that European governments operate their railroads at substantial losses.

I gained the impression that the average European is satisfied with the situation, however, because the railroads are largely used for passenger purposes and their passenger fees are relatively low . . . The average European seems willing to continue the burden of supporting the railroads through taxation.

U. S. INDUSTRY LOOKS TOWARD EUROPE

"New market blocs set up [in Europe] are encouraging movement of industry from the United States to Europe . . . These blocs propose to set up free trade between [their member] countries so goods may move between them without tariff barriers and restrictions . . . There is much agitation in Europe for American industry to set up plants in these trade blocs.

"Opinion is common in Europe that American companies which want to serve world markets are going to be forced to manufacture their goods in Europe because of cheap labor . . . A hundred examples could be cited. This strong trend is going vitally to affect the foreign commerce of the United States, and in the long run is going to be a blow to our industry and to American labor."

Those comments, based on Mr. King's observations during his European trip, are of even greater potential significance than his remarks concerning European railways. The conditions he noted, and their possible effects on U.S. industry and U.S. transportation, will be more fully explored in a future issue of Railway Age.

Shippers Along the Coast Line

One of a series saluting the companies that build and grow along the Coast Line

U. S. Plywood Corporation's plant at Orangeburg, S. C.

1,791 Miles of Plywood

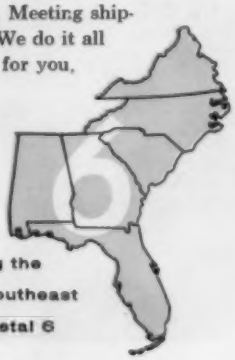
Back in 1919 when United States Plywood Corporation was born, the name "plywood" probably didn't ring a bell with many people. Today, however, thanks to this company and other pioneers in the industry, plywood is universally used and its name a household word.

Still an industry leader, U.S. Plywood now operates 36 plants and 119 branch warehouses — a fact which makes the company one of the largest plywood manufacturers and *the largest* plywood distributor in the world. A typical operation is the plant at Orangeburg, S.C. Built in 1949 to replace an older unit, the plant has had to be expanded three times. Here in one year enough interior wall and other decorative panels are made to form a single sheet four feet wide and 1,791 miles in length — long enough to reach from New York City to Denver!

To supply this plant with raw materials and ship out its huge production annually requires over 1,200 freight cars — all of which must move on a continuous, smoothly flowing schedule. Meeting shipping needs such as this is a Coast Line specialty. We do it all the time. This kind of service can be put to work for you, too. Why not call on us soon.

"Thanks for using Coast Line"

ATLANTIC COAST LINE RAILROAD



...serving the Southeast Coastal 6

B. P. Adams, Jr., has served as general manager of the Orangeburg plant for 19 of the 21 years he has been there. He is Past Director of the Hardwood Plywood Institute and is active in a number of local civic organizations. As to the transportation services available to his plant, he says, "We are very fortunate. The carriers we work with have been more than helpful in expanding their services to match our own rapid growth and requirements. They have done a fine job for us."


4258
4258
4258

Going my way?

THERE IS a mighty good chance your freight is "going our way" for all or part of its trip if it is moving to, from or within the South. For the Southern Railway is an 8,100-mile transportation system serving more communities in the fast-growing South than any other railroad.

This concentrated coverage by a single rail system means that you can often *"do it all with a one-system haul"* when you ship via Southern. One responsibility! Longer non-stop movements! Fewer time-consuming interchanges!

Next time, ship Southern and see. We'll keep your freight on the go–all the way–when it's "going our way!"

SOUTHERN RAILWAY SYSTEM

CROSSMEMBERS are positioned by one man. When not in use, they can be stored along top belt rail.

DAMAGE REDUCER

One Man Can Load a Car With This System

SPRING LOADED LATCH in end fitting easily unlocks crossmember. Offset fitting permits ½-in. adjustment when crossmember is turned around.

A new concept in permanent dunnage freight cars, the Sparton Easy Loader (SEL), features standard and fully adjustable loading systems.

Coming three years after the introduction of Tri-Belt, first loading system developed by Sparton Corp., for special purpose cars, SEL features are said to make it the first true one-man loading system in the railway industry.

A Pennsylvania box car expressly built for the fully adjustable system and a standard-equipped car owned by the Western Pacific were introduced in Detroit in January. "Both SEL systems," said W. E. McKittrick, vice president and general manager of Sparton's Railway Equipment Division, "will offer greater economy to railroads and shippers than ever achieved by other dunnage methods. Lower initial cost of equipment and installation, ease of loading and faster unloading over previous methods will result in substantial savings to both groups."

The standard SEL system is composed of a series of seven, eight, nine or more steel belts mounted flush with the inside walls of the car. The number of belts can be adjusted to fit the need, depending on the type of service in which the car is used. The belts have slotted grooves one inch apart. Semi-automatic unlocking crossmembers, extended across the width of the car, are fitted in the channels to lock loads.

The adjustable system has removable side rails that fit into T-slots, one inch apart on vertical hat section channels which are fixed in place during car construction.

Side rails can be adjusted to any level or location for design changes in automobile parts, eliminating the past practice of relocating the fixed rails.

Installation of pre-cut panels between and flush with the vertical side channels, plus an opening in bottom of hat section for cleaning, makes the car suitable for bulk lading. Several types of crossmembers have been developed, including a 6,000-lb aluminum bar weighing about one-half the conventional steel type.

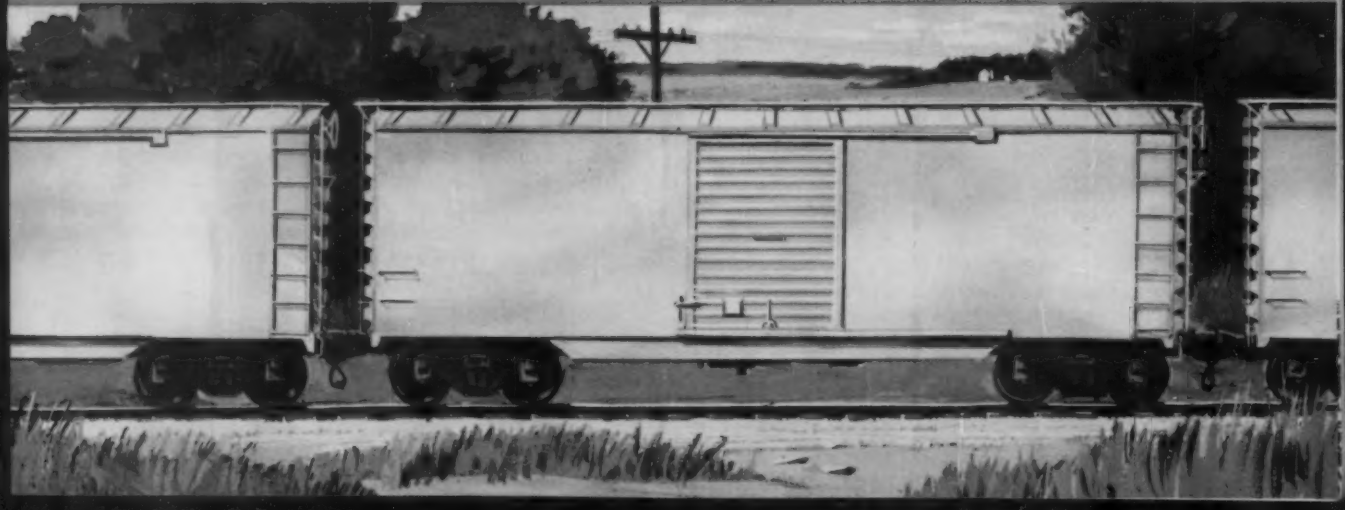
strong, lightweight, rustfree

BOX CAR COMPONENTS

made with Reynolds Aluminum

- reduce operating costs
- cut deadweight for higher payloads
- serve longer with less maintenance

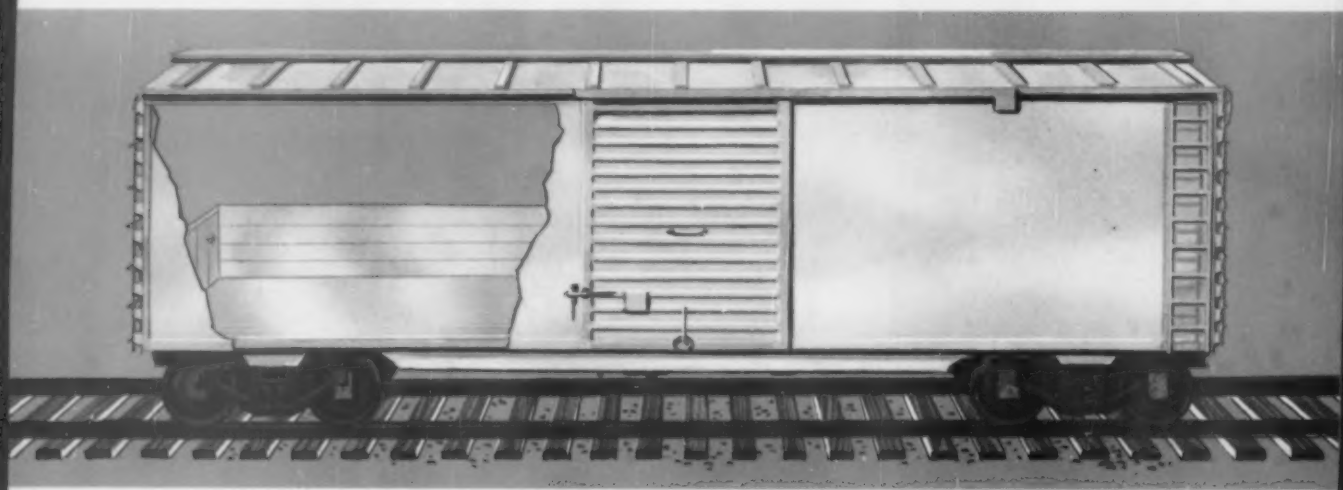
doors...inner-liners...roofs



BOX CAR COMPONENTS

made with Reynolds Aluminum

increase payload... cut costs... extend the life of the car



Doors made of tough, lightweight Reynolds Aluminum have been proven in 15 years of regular service. They're strong enough to take the daily battering that freight car duty gives them, yet they weigh much less than steel doors. For example, an 8 ft. door made with Reynolds Aluminum weighs just 312 lbs., compared to 562 lbs. for an 8 ft. steel door.

One man can operate an aluminum door easily, and because they're lighter, the doors can be opened without "crowbar tactics," reducing chance of damage. Maintenance is less, too: Aluminum won't rust, and it needs no paint to protect it from corrosion. Rugged, cost-cutting aluminum doors are now in service on many leading railroads.

Inner-Liners will upgrade an old freight car and add years to the service life of *any* car. And when the inner-liners are made with tough, rustfree Reynolds Aluminum, the benefits are even greater. Weight savings, for instance. Aluminum liners weigh approximately one-third as much as steel.

Needing virtually no maintenance and never rusting, aluminum liners will normally last the life of the car. They'll resist corrosion without painting or coating, and take all the pounding that loading operations can give. Available in any height, in $\frac{1}{8}$ or $\frac{1}{4}$-in. thickness, lightweight Reynolds Aluminum Inner-Liners are installed quickly, and can be reinstalled after the original car has been scrapped.

Roofs made with Reynolds Aluminum can reduce dead weight and maintenance on box cars . . . and have done so for years on Canadian railroads. One-third the weight of steel, aluminum will never rust, and needs no protective painting.

An aluminum roof is an excellent heat-reflector, helping to keep car interiors cooler, for better freight protection in summer. And when the car is ready to be scrapped, aluminum offers another advantage. Its high scrap value can return an important bonus on the original investment.

Write for details on Reynolds Aluminum for railroads . . . see next page.

Freight cars *can* be built to carry more payload and to cut operating costs. And more and more owners and operators are having them built that way, built with aluminum components—aluminum doors, inner-liners, and roofs.

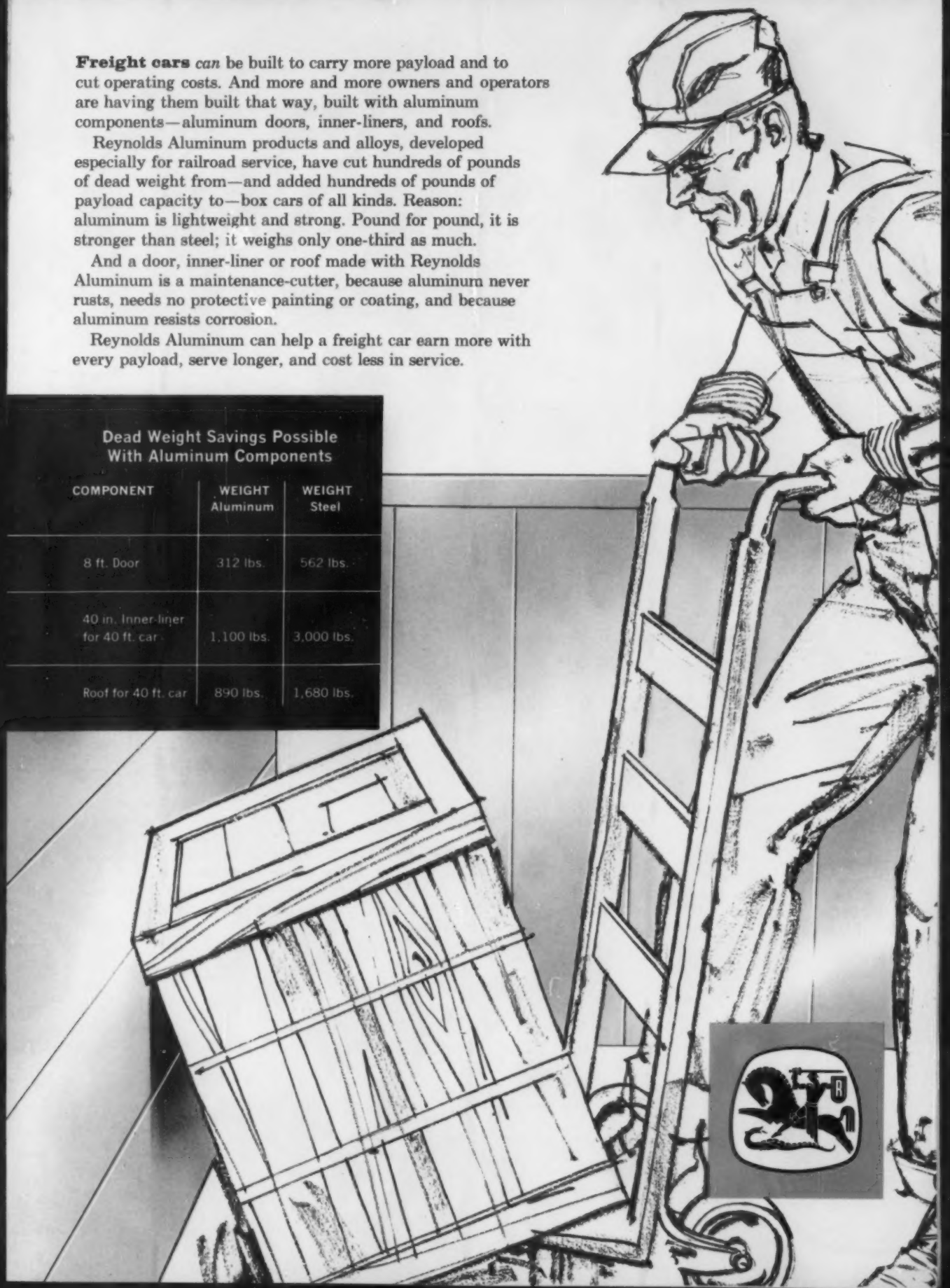
Reynolds Aluminum products and alloys, developed especially for railroad service, have cut hundreds of pounds of dead weight from—and added hundreds of pounds of payload capacity to—box cars of all kinds. Reason: aluminum is lightweight and strong. Pound for pound, it is stronger than steel; it weighs only one-third as much.

And a door, inner-liner or roof made with Reynolds Aluminum is a maintenance-cutter, because aluminum never rusts, needs no protective painting or coating, and because aluminum resists corrosion.

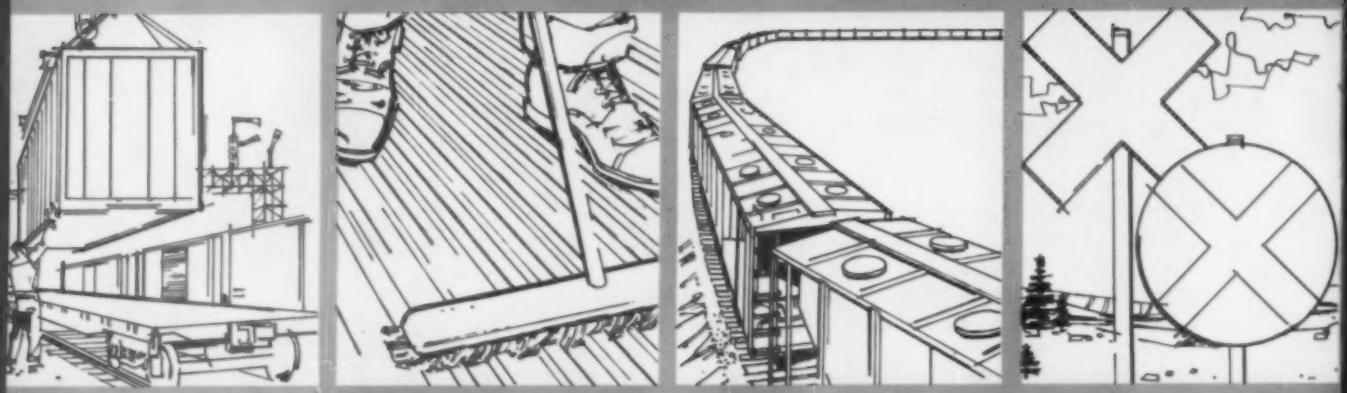
Reynolds Aluminum can help a freight car earn more with every payload, serve longer, and cost less in service.

Dead Weight Savings Possible With Aluminum Components

COMPONENT	WEIGHT Aluminum	WEIGHT Steel
8 ft. Door	312 lbs.	562 lbs.
40 in. Inner-liner for 40 ft. car	1,100 lbs.	3,000 lbs.
Roof for 40 ft. car	890 lbs.	1,680 lbs.



Source for Aluminum and Experience for the Railroad Industry: Reynolds



It is one thing to produce aluminum, and another to develop alloys and products to meet specific railroad problems. Reynolds does both —and that's the reason the Reynolds Metals Company is a leading supplier of aluminum to the rail industry.

Reynolds knows aluminum, and it knows the proper aluminum for railroad applications. For years it has worked with the railroad industry to develop aluminum products specifically tailored to reduce operating and maintenance costs, to do a better job for shippers, to provide better freight protection, to increase revenue for operators.

Aluminum box car components are just part of the story. Reynolds Aluminum is doing the same job to improve service and cut costs in other rail equipment, as well:

Aluminum hopper and gondola cars, refrigerator car flooring and doors, crossmembers, bridge plates, electrical equipment and conductors, containers, crossbuck and operating signs, chain link fencing, and utility buildings.

For specialized technical help on any application of aluminum for railroad use, its design or fabrication, contact your local Reynolds office. Or write today to *Reynolds Metals Company, P.O. Box 2346-TM, Richmond 18, Virginia.*

REYNOLDS ALUMINUM

Watch Reynolds TV shows: "ADVENTURES IN PARADISE", "BOURBON STREET BEAT" and "ALL STAR GOLF"—ABC-TV

RPI MEMBER

Ideas For Better Shipping

New Bulkhead Is Designed for Damage-Free Shipping

A new adjustable bulkhead, designed to insure damage-free box car shipments of all kinds of merchandise, is being manufactured by Anchor Steel & Conveyor Co., 6906 Kingsley Ave., Dearborn, Mich.

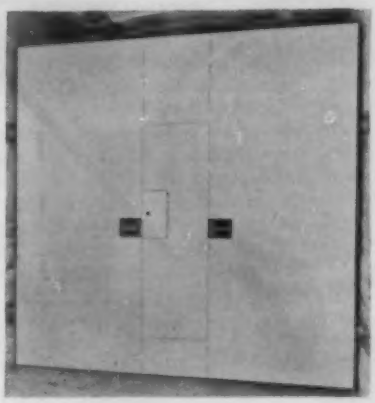
Designated as the "Anchor Hold Tight Bulkhead," the unit is a permanent installation featuring a self-locking geared drive for positively controlled load compression.

The unit consists, basically, of a pair of non-removable steel bulkheads (one for each end of a car) suspended from a two-rail overhead trolley. Low-friction ball-bearing trolley units make the bulkhead assemblies free-wheeling for manual positioning in loading or unloading operations. Controlled load compression is achieved through a rack-and-pinion drive arrangement with high mechanical gear ratio to permit controlled positioning of the bulkhead as a compression device.

The bulkhead can be easily locked for empty car return; and has no loose parts to complicate loading or unloading operations.

A modified version is available for application to refrigerator cars.

Sales of the new Anchor bulkhead are being handled through Mutual Engineering Service Co., 666 First National Bank Bldg., Chicago 3.



New Methods Make Palletizing Easier

Palletizing—whether for freight car, highway truck or lift-truck movement—is simplified by new machinery and methods announced by the Power-Curve Conveyor Co., 2185 So. Jason St., Denver, Colo.

The in-car palletizing method for bagged products permits one man to pallet-load a 25-ton box car or 20-ton truck in less than an hour. Pallets are placed in shipping position, or lined up against car (or truck) walls and laid flat as loading progresses. A Power-Curve flexible loader is "walked" under power into the end of the car over the pallets. Push buttons are used to control such things as movement of loader, bag travel and direction, and stacking height.

Any pattern of palletizing may be used, with loading speeds of up to 24 bags per minute with a single operator. Wide-tread pneumatic-tired loader wheels prevent damage to wooden pallets. An automatic gluing arrangement may be used to keep load from shifting.

Power-Curve also has developed a loading machine which permits one man to palletize (and glue, if necessary) more than 1,000 bags an hour. The method utilizes a power-turntable station with standard flexible loader and swivel stacker which propels bags into position on the pallet. When a pallet is loaded, an empty pallet is power-rotated into position for loading while the filled pallet is removed by fork truck.

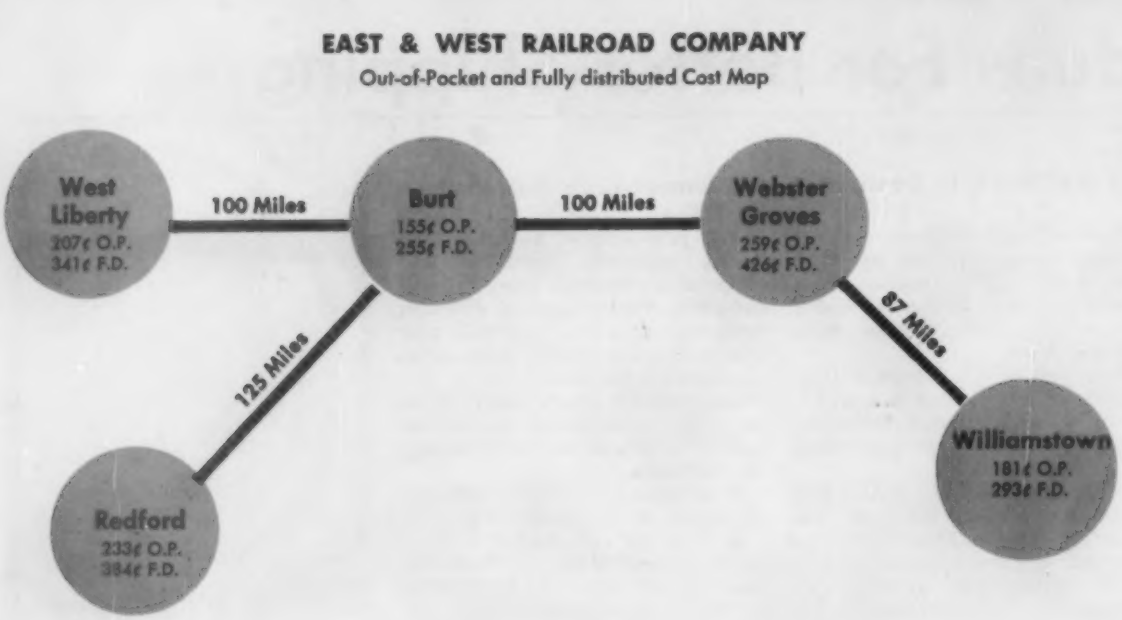
Hydraulic Tail Gate Pinch Hits for Yard Loading Ramp

By equipping a stake-bed truck with an hydraulically-operated tail gate, the Ann Arbor has simplified the problem of moving heavy or bulky freight between ground and car floor levels in its yard at Owosso, Mich.

The same idea is believed to have possible application in other railroad or industrial yards which may not be large enough to justify cost of ramp or platform facilities.

For unloading, the truck is parked alongside the car; the tail gate is positioned at floor height; and freight is moved "on the level" from car to truck. For loading, the procedure is reversed.

The 3,000-lb-capacity tail gate, adequate for requirements at Owosso, was manufactured by Daybrook Hydraulic division, Young Spring & Wire Corp., Bowling Green, Ohio.



'Cost Map' Can Aid Rate Men

Detroit, Toledo & Ironton is approaching the problems of useful cost analysis with a relatively simple, but comprehensive, cost formula and a "cost map" (above) designed to show a rate officer what it costs to move a given car from point to point.

DT&I Cost Accountant M. H. Weisman outlined the system—what goes into the formula, how the map is drawn and used—at an RSPA seminar on market research. The system is basically applicable, Mr. Weisman feels, to any railroad.

To help its traffic officers carry out their rate-making responsibilities, Detroit, Toledo & Ironton has developed a method of taking basic figures from company accounts and reducing them to usable shape in the form of unit costs of moving traffic.

The system, DT&I believes, can be applied to other companies "with a minimum of effort"; is "accurate and yet simple enough so a rate officer can determine for himself point-to-point costs."

DT&I begins by classifying its basic costs into three principal categories:

- *Output Variable Costs*—Those which vary primarily with amount of transportation produced, e.g., engine-hours or train-miles.
- *Size Variable Costs*—Those which vary with, and are affected by, amount of transportation produced, *and also* by relatively short-term changes in size of plant to accommodate differing levels of traffic, e.g., car rental and maintenance costs.
- *Size Fixed Costs*—Those which are affected primarily by size of plant, and do not vary (except perhaps over very long periods of time) with traffic levels or amount of transportation produced, e.g., station expense.

Some costs must, of course, be divided between more than one of those categories.

Track maintenance costs, for example, are determined in part by physical wear caused by moving trains; in part by weather and time. Costs caused by wear are "output variable," because they vary with number and size of trains operated to handle different levels of traffic. Costs occasioned by weather and time are "size fixed," because they are determined by number of track-miles maintained rather than by number of trains run. Car costs are also determined by wear, weather and time, but in that case the DT&I considers weather and time elements as "size variable," because the number of cars owned or rented is related (at least over reasonable periods of time) to traffic handled and transportation produced.

Transportation costs are primarily "output," but some (e.g., yard masters and yard clerks, signal and interlocker operation, etc.) are wholly or partially fixed. Station expense, on the other hand, is chiefly determined by number of stations, and thus is "size fixed."

With the nature of costs thus established, the problem of analysis becomes one of separating total expenses —rents, taxes, and return on investment—into the different categories.

Variable costs associated with measures of transportation production or plant size have to be reduced to unit costs. Fixed costs have to be assigned on a zone or "cost center" basis to individual sections of road trackage and to individual yards. Fixed expense for each "cost center" is then divided by the amount of use the center receives or the amount of work it does as measured by ton-miles, cars switched, or other appropriate factors. This produces a constant unit cost per unit of work for each cost center.

To make this separation, DT&I uses a 54-line formula which takes basic figures from company accounts and reduces them to unit costs. By this formula, for example, track maintenance accounts are split between "output variable" and "size fixed." The theory behind this division is that it costs so much per year to maintain a track in serviceable condition because of conditions imposed by time and weather. This amount varies only as the number of track-miles varies—which is rarely.

The "output" portion of track maintenance costs is that part caused by wear from passing trains, and is the

amount remaining after the "fixed" portion is removed. Equipment maintenance costs are handled in much the same way, but present a more complicated problem because of differences in types and usage of cars; separation between home and foreign cars, etc.

The final result produced by the cost formula is a series of unit costs—which Mr. Weisman frankly says are "in and of themselves, probably the most useless things man ever created." But they become definitely useful when they are tied into operating data and reduced to costs per shipment for various weights and distances.

The DT&I accomplishes this tie-in by drawing a "cost map." This is simply a schematic map of the railroad, with costs arranged in the form of "cost centers." A traffic officer—by adding up the "cost centers" through which a car passes—can determine the cost of handling a car. How this "cost map" works, and how a traffic officer can use it, is fully set out below.

Detailed cost map figures are obtained by various methods. Yard costs, for example, are computed from a Yard Operation Report, made up daily at each yard to show the number of cars handled and the type of handling —what DT&I calls "handling counts."

Here's how the system works:

If, in a given yard, the engine-hour cost (from the 54-line Cost Formula) is $31.06, and the average number of car handling "counts" per engine-hour is 15, the out-of-pocket cost per count is obviously $2.07. If a given car makes five counts in that particular yard, the total cost of handling it will be 5 x $2.07, or $10.35.

Additionally, if there are 24 miles of track in the yard, and the fixed cost per yard track-mile derived from the 54-line formula is $12,058, then the yard's total fixed costs per year will be $289,392 (24 x $12,058). If the yard handled a total of 216,165 "car counts" during the year, the fixed cost per count becomes $1.34. The fully distributed cost of handling the car through the yard then becomes $17.05 per car ($2.07 out-of-pocket plus $1.34 constant for each handling, equals $3.41 total, times five handlings, equals $17.05).

Way-switching costs are computed in essentially the same manner. So are road-haul costs, on an out-of-pocket plus constant basis.

This highly condensed summary of the DT&I method necessarily omits some potentially complicating factors. Among such factors, Mr. Weisman lists the problem of incremental costing; the fact that engine-hours and train-miles are not completely variable, because some trains have to be operated regardless of traffic, and passenger service, where it is provided.

"Each railroad," he freely concedes, "has its own problems," which it alone can answer. The DT&I method is not "hard and fast," but is "an idea" which works there—"and can work elsewhere."

HOW A 'COST MAP' WORKS

Here's how Mr. Weisman suggests a "cost map" might be set up for a hypothetical railroad. The map (see facing page) is based on the concept of "cost centers," i.e., areas which, for cost purposes, are independent of adjacent areas. This suggested map includes 12 such "centers"—five yards and four sections of road, plus three separate centers (not illustrated) for way switching, car use and billing.

- *Yard costs* are stated as cents per handling count. One count is assigned for each car movement to or from a road train; to or from interchange; to an industry performing its own switching; from any industry; from a hold track, or over a track scale. Two counts are assessed for cars delivered to industries not performing their own switching; and for cars cleaned, plus, in the latter case, a special charge of $4.54 for the actual cleaning.
- *Road-haul costs* are stated as cents per thousand net ton-miles, plus cents per car-mile.
- *Way-switching costs*, for each handling, amount to $1.90 out-of-pocket and $3.27 fully distributed. (A "handling" consists of moving a car, either way, between a road train and an industry or interchange track outside yard limits.)
- *Car-use costs*, for a foreign car, are $2.88 per day, or the applicable mileage rate; for a "home" car, $1.89 per day plus 2¢ per car-mile.
- *Billing costs* are $1.19 for each loaded car originated or terminated on-line. If car is in local service, i.e., originating and terminating on-line, there are two billing cost units, a total of $2.38.

Here's a typical problem: Assume a foreign car originated at Redford, road-hauled to Burt, yarded there and then handled to Webster Groves for interchange, with load of 15 tons and no empty return. Costs, with figures in parentheses denoting number of yard-handling counts, will be:

	O.P.	*F.D.*
Switching empty to shipper at Redford (2)	466¢	768¢
Pulling car from shipper (1)	233	384
Switching car to road train (1)	233	384
Road haul, Redford-Burt (branch line)		
Car-mile charge: 125 miles at 8¢ O.P., 28¢ F.D.	1,000	3,500
Thousand net ton-mile charge: (125 x 15 tons ÷ 1000 x 211¢ O.P., 1034¢ F.D.)	396	1,939
Yarding at Burt (2)	310	510
Road haul, Burt-Webster Groves (main line)		
Car-mile charge: 100 miles at 8¢ O.P., 13¢ F.D.	800	1300
Thousand net ton-mile charge: (100 miles x 15 tons ÷ 1000 x 209¢ O.P., 411¢ F.D.)	314	617
Yarding at Webster Groves, including interchange (2)	518	852
Car hire—six days at 288¢ per day	1728	1728
Billing—interline	119	119
Totals	6117¢	12101¢

Use of costs developed by the formula and applied to the map thus produce an out-of-pocket cost of $61.17 and a fully-distributed cost of $121.01 for the loaded movement. The large difference is primarily attributable to the Redford-Burt branch-line road haul.

Continuing further, with the assumption of a 40% empty return movement on this type of car, total costs would be $77.22 out-of-pocket; $151.80 fully distributed. Also, if the hypothetical railroad used for illustrative purposes absorbs a switching charge, this becomes an added element of cost, and amount of car detention on the switching line must be considered in determining car-days in service.

New "hide-and-seek" missile bases on rails

A time-tested principle of warfare—swift maneuverability—is the railroads' newest contribution to the Missile Age.

Mobile launching pads on wheels will be able to fire missiles of intercontinental range from almost any point along the nation's 220,000 miles of railroad line. Most importantly, the mobility of these bases protects against enemy detection and destruction.

This development, announced by the Department of Defense, underscores once again how the needs of the nation are met by the railroads—the backbone of our transportation system in war and peace.

And it's one more reason why the health of the railroads must be assured through enlightened public policies, providing for equal treatment with competing forms of transportation. America's railroads—lifeline of the nation—are the main line to your future.

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON 6, D. C.

Shippers' Guide

Baltimore & Ohio

. . . New "Tofcee" Brochure

Has issued, "for shippers and traffic managers," a new 18-page brochure describing B&O Tofcee (piggyback) service. It shows complete terminal areas served from all "basic Tofcee cities"; tells what interline and connecting service is available; gives specifications of trailer equipment; and lists B&O traffic representatives.

Chesapeake & Ohio

. . . Extends Piggyback

Has established an all-piggyback through train between Buffalo and Chicago. Operated to handle Plan I traffic, in conjunction with 14 motor carriers, the train is scheduled both ways for early second-morning unloading.

. . . Car Line Changes

Has inaugurated direct LCL merchandise car Ashland, Ky., to Cincinnati (NYC); and discontinued direct cars Ashland to Indianapolis (NYC) and Columbus, Ohio (NYC).

Erie

. . . Schedule Changes

With institution of daylight time, has made the following changes in freight schedules: Train No. 100—leave Chicago one hour earlier, arrive Jersey City two hours earlier; No. 99—leave Jersey City and arrive Chicago one hour earlier; No. XC-91—leave Maybrook, N. Y., and arrive Marion, Ohio, 45 min earlier; No. RC-98—arrive Rochester one hour earlier.

Louisville & Nashville

. . . Extends Nashville Transloading

Is revising its Nashville, Tenn., transloading service to afford wider destination territory and choice of routes beyond. After May 2, traffic may be transloaded at Nashville to practically all points in the Southeast and the Carolinas where applicable rate and stop-off tariffs permit routing via Nashville and beyond on traffic from or through L&N's Ohio and Mississippi River gateways, Memphis and north, as well as Norton, Va. At the same time, L&N stations between Nashville and Memphis, Atlanta and Sheffield, Ala., will be considered as located at Nashville in connection with transloading service, permitting part loads to be fanned out in directions not necessarily intermediate to final destination. Previously, Nashville transloading rule limited its application to destinations and routes specified in the tariff item.

Letters from Readers

Grade Crossing Problem

Raleigh, N.C.

To the Editor:

I started to write this letter after reading the article on railroad-tank truck accidents in the March 7 issue (p. 36). However, I have now read the Action Page in your March 14 issue (p. 74) so I will change the line of thought slightly and offer the "Grade Crossing Elimination Problem" as the most important question facing not only railroad civil engineers, but also our colleagues in highway engineering as well.

The March 7 article on tank truck-railroad grade crossing hazards points out what is actually only a small (although probably the most serious) segment of the most serious safety problem facing railroads today. It is also an important operating problem as well. You might be surprised at the total number of grade crossing accidents of all types which occur daily and yearly over the nation. So many of those not involving death or serious injury (the occupant jumped out before the train hit) do not even make the local paper. It is my thought that from an engineering and also operating standpoint, our goal should be complete elimination of all grade crossings on rail lines over which train speeds exceed 30 mph.

In developing standards for grade crossing elimination, I think we can look directly to the Interstate highways as a guide and precedent. As primary transportation arteries, these highways will bypass all cities and towns. No driveway, street, road or highway will be permitted to intersect the Interstate system at grade now or in the future (except, of course, the scientifically designed interchanges providing entrance and exit to the system). This limited-access feature is part of the specifications for two reasons. One: to provide free flow of traffic with minimum congestion; and, Two: eliminate the safety hazard posed by allowing driveways and secondary roads to enter or cross the Interstate highways at grade. After all, speeds of 65 mph will be allowed on Interstate highways and any condition which causes a conflict in traffic moves is an obvious safety hazard.

In contrast, railroads which are also primary transportation arteries allowing speeds up to 79 mph, are crossed at grade by everything from farmer's haul roads to 6-lane boulevards carrying thousands of vehicles daily. They also go through rather than around all cities and towns on the line. As these towns expand their limits, they construct additional grade crossings. Then, in an effort to lessen the hazards created, place 15- and 20-mile speed restrictions on trains

passing through the town (while trucks cruise uninhibited around the town on the limited-access highway).

For railroads, the problems of planned grade crossing elimination are numerous. Perhaps a good place to start would be repeal of laws such as the Virginia statute which requires railroads to construct and maintain private crossings for any individual who happens to own property on both sides of the track and decides he wants a driveway across.

Next would be a law prohibiting state highway departments from constructing any additional grade crossings. There is not much point in spending money on grade separations if there is no assurance the state won't build additional grade crossings as fast as others are eliminated. If a road is important enough to require an additional crossing, it is important enough to require a grade separation.

Certainly on any line relocations such as presently under construction on the Santa Fe between Williams and Crookton, Ariz. (RA, Mar. 14, p. 28) plans should call for no grade intersections with existing roads and an effort should be made to reach agreement with the state highway department that no future grade crossings will be constructed.

This may seem like a tough goal to accomplish, but it is already a requirement for any new roads, primary or secondary, which cross an Interstate highway. There must be grade separation. If required for crossing the Interstate highway, why not the railroad.

Third would be a program calling for gradual elimination of existing grade crossings. This could be done under somewhat the same standards used for planning grade separation on the Interstate system.

As Interstate highways are constructed, intersecting roads fall into one of three classes:

1. A primary road which must be tied into the Interstate system. Here a grade separation must be constructed and a clover leaf arrangement provided to allow access and exit to and from the Interstate system.

2. A secondary road which must be continued in service as such. Here only a grade separation is constructed.

3. A secondary road which can be rearranged with only minor inconvenience to those using the road. Here, the road is simply cut off and arrangements made to route traffic to a grade separation constructed for a nearby road.

For railroad purposes, the first class can be eliminated, as no tie in from intersecting road to the railroad is necessary.

In any such campaign that may be conducted by railroads for legislation to

(Continued on following page)

LETTERS FROM READERS

(Continued from preceding page)

accomplish grade crossing elimination, the railroad industry should make clear its willingness to contribute 10% of the cost of grade separation structures under standards similar to existing Bureau of Public Roads standards for grade separation structures on federal highways.

At the present time it may seem virtually impossible to accomplish the idea of no grade crossings intersecting medium and high speed railroads. However, fifteen years ago no one thought we'd be constructing 40,000 miles of controlled access highway, and years ago in North Carolina railroads proposed that the state highway department should pay 50% of the cost of constructing and maintaining grade crossing signal protection. At the time, no one thought there was a serious chance of legislation to that effect being passed. However, the last legislature did pass such a law.

Serious efforts along this line must be started now if we hope to continue increasing freight train speeds. To start the ball rolling, why doesn't someone suggest that the 1.5 billion dollar federal appropriation proposed by the trucking industry to increase overhead highway clearances from 14 ft to 16 ft could be much better spent to the public good if used to eliminate railroad grade intersections?

A. N. Brauer

Too Many Jobs for Mr. Daly

Hillside, N.J.

To the Editor:

Thank you for the extra copies of the issue of Railway Age containing the article about Bristol-Myers and Plan III (RA, Mar. 28, p. 24). I think you did a nice job and I have had many favorable comments.

However, I note that, in the personal history, you state I am chairman of the Drug & Toilet Preparation Traffic Conference and chairman of the executive committee of that conference. I do not know how this misunderstanding occurred, but it is a misstatement. I was chairman of the conference three or four years ago and chairman of the executive committee immediately after my term as chairman of the conference.

To set the record straight, Orrin Burt of Parke, Davis & Co. is chairman of the conference, and Charles Brockman of Mallinckrodt Chemical Works is chairman of the executive committee.

David M. Daly
Director of Traffic
Bristol-Myers Products Division
Bristol-Myers Co.

NEW, IMPROVED S. P. TRANSLOADING CENTER AT EL PASO

Cars on map illustrate typical transloading operation at El Paso. Black car brings carload shipment from the East; red cars (including original car) carry part-loads direct to ultimate destinations in the West.

Now, westbound carload shipments with partial loads for several Western destinations are being transloaded faster and more efficiently than ever at S. P.'s new and larger El Paso Transloading Center.

As many as 100 freight cars at a time can be handled at this new facility, now strategically placed directly in S. P.'s major El Paso freight yard for faster inbound-outbound service. Four tracks flank the nearly ¼-mile transloading platform. Capacity is doubled.

Here, or at any other S. P. Transloading Center (see map) . . .

ONE CARLOAD MAY BE TRANSLOADED INTO AS MANY AS 4 PART LOADS

. . . for *direct* movement to different Western destinations.

S. P. transloading is *fast*—ultimate deliveries with only one stop instead of as many as four. It's *economical—no charge for transloading;* the one carload rate (plus normal stop-off charges) covers all partial shipments to their respective destinations. It's *safer*, too, with skillful, careful handling at only the *one* transloading point.

And with transloading by S. P., you get fast delivery to more Western or Southwestern communities than is possible via any other railroad. That's because S. P. has *more* routes west, more transloading centers, and serves directly more points in the Golden Empire.

For more information on how to order and use S. P. transloading service, ask for our new folder on the El Paso Transloading Center—Southern Pacific Company, 65 Market St., Room 733, San Francisco 5, Calif.

Southern Pacific

serving the West and Southwest with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES

dale, Pa., thinks "schedules can serve a useful purpose at times," but "a connecting schedule is of no value when one carrier falls down and throws the entire through operation out of kilter."

L. H. Martin, GTM, Gould National Batteries, St. Paul, would like to see included in schedules "an indication of the time needed to switch between carriers in terminals."

In addition to those shippers who question the reliability of published schedules, there are a few whose products (e.g., grain) or operations are such that schedules are of only limited importance. Many men in this group are on the West Coast, and deal with transit times measured in days—not hours.

C. C. Moore & Co., of San Francisco, "is only interested in through schedules with best connections," according to its traffic manager, J. J. Sheehan. "Individual line schedules are of no importance." Similarly, San Francisco's California Packing Corp. "is not interested in individual schedules." "What we want to know," says Assistant Traffic Manager J. E. Mauerhan, "is: How long for the through movement?"

At least one eastern shipper in the same class is D. M. Daly, director of traffic for Bristol-Myers, Hillside, N. J. Because B-M's carload shipments go chiefly to its own warehouses, "we have never been overly concerned about exact schedules. Approximate delivery time is our only real concern."

On Question No. 2, opinion was almost unanimous that schedules, if published at all, should be issued whenever major changes are made. There was little apparent interest in having them printed at stated intervals, though one good argument in favor of fixed publication dates was advanced by D. J. Francis for the traffic department of the Quaker Oats Co.

"Too often," Mr. Francis says, "railroads are negligent in keeping their schedules up to date. Consequently, the shipper cannot be confident the information he is using from the schedule is correct. If railroads published their schedules semiannually, and maintained a mailing list of their interested shippers, it would benefit both parties."

As to contents of printed schedules, results of Question No. 3 are largely self-explanatory. Times of through trains and of major connections are of primary interest; there's a lower, but substantial, level of interest, in TOFC and LCL schedules; and relatively little interest in times of local trains.

The latter is perhaps best explained by H. H. Kohn, traffic manager, Linwood Stone Products Co., Davenport, Iowa, in the double statement that traffic men usually know local schedules or can obtain them from railroad yard offices; and that "they are often changed, depending on local conditions, Sundays and holidays."

Considering frequent shipper criticism of LCL service, the degree of interest shown in schedules for it was somewhat surprising. That was at least partially explained, however, by E. Rudolph, Jr., traffic manager, Cessna Aircraft Co., Wichita, Kan., who says: "We would route more LCL freight if [schedule] publications were available."

There were only a couple of suggestions for inclusion in published schedules of items not listed in the question. One, from J. B. Hedges, traffic manager, Manufacturers Association of Connecticut, West Hartford, was for "simple explanation of train symbols and clear references to scheduled connections at junctions and gateways." C. M. Pearson, TM, North Dakota Mill & Elevator Co., Grand Forks, also would like to see "connections at interchange points with train numbers listed, so shipper or receiver can tell with some degree of accuracy when his car will arrive."

A further comment from Mr. Hedges perhaps best sums up what seems to be the general feeling of most Poll respondents—though it goes well beyond the precise scope of the questions asked:

"With less and less passenger traffic, railroads could plan and put into operation freight schedules that would give more consistent service. Proper use of the greater control they have over their movements through ownership of their right-of-way should be exploited more fully. Sufficient time should be allowed for working trains at connections, but at the same time preblocking of consists and better overall planning should make it possible to offer more consistently the high-grade long-haul service the rails say they can supply."

Several shippers did suggest, as a final point, that it would be easier to use schedule publications if they were uniform in size, contents and format—or included within a single cover, much as passenger schedules are now available in the Official Guide.

Tender Treatment

FOR EVERY SHIPMENT

We're the pampering-est railroad in the country. You see, our theory... and better still, our practice... is that every shipment, whether it's fragile as cut glass or solid as a rock, is pampered by the T&P folks from origin to destination. Sort of like carryin' a tot on a piggy-backin' trot, it's the kind of tender lovin' care that gets *your* shipment in on time, safe as money in the bank. For Perfect Shipping and tender treatment the year around, route your shipments T&P.

Your careful
TEXAS AND PACIFIC RY.

ABILENE, TEXAS	OR 4-7036	HAVANA, CUBA	A-8652	SAINT LOUIS, MO.	CH 1-7060
ALEXANDRIA, LA.	4453	HOUSTON, TEXAS	CA 4-2320	SAN FRANCISCO, CAL.	SU 1-4612
ATLANTA, GA.	JA 4-1712	KANSAS CITY, MO.	VI 2-5129	SHREVEPORT, LA.	2-3155
BIG SPRING, TEXAS	AM 4-3541	LITTLE ROCK, ARK.	FR 2-1285	TEXARKANA, TEXAS	2-6101
BIRMINGHAM, ALA.	AL 1-4132	LOS ANGELES, CAL.	MA 9-3156	TULSA, OKLA.	LU 2-4681
BOSTON, MASS.	LI 2-6195	MEMPHIS, TENN.	JA 6-5717	WASHINGTON, D. C.	NA 8-1484
CHICAGO, ILL.	RA 6-0312	NEW ORLEANS, LA.	JA 5-6251	WINSTON-SALEM, N. C.	PA 2-6304
CINCINNATI, OHIO	MA 1-1142	NEW YORK, NEW YORK	BE 2-0334		
DALLAS, TEXAS	RI 1-6533	OKLAHOMA CITY, OKLA.	CE 2-7295		
DETROIT, MICH.	TR 2-6665	PHILADELPHIA, PA.	PE 5-2737		
EL PASO, TEXAS	KE 3-1436	PHOENIX, ARIZ.	CR 7-4057		
FT. WORTH, TEXAS	ED 6-2363	PITTSBURGH, PA.	AT 1-1505		

from truck to train

with Eager-Beaver responsibility!

Railway Express never limits you to one kind of transportation. We provide trucks to ship across *town*. Trucks and trains and planes to ship across the *nation*. Ships and planes to ship across the *world*. Count on Railway Express Eager-Beaver service for the kind of transportation that best suits your particular needs.

That's not the only advantage Railway Express offers you. For example:

- **Nationwide coverage to 23,000 communities in the U.S.**
- **International service to and from almost anywhere in the world**
- **Unified, one-carrier responsibility all the way**
- **Door-to-door delivery at no extra charge (within authorized limits)**
- **Lower rates on certain shipment aggregations of 300 lbs. or more**
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Railway Express gives you service no other organization can match. And, with our long-range improvement plans well underway, we're able—and eager—to give your shipments the thorough service you want. Next time you ship, call Railway Express—and see!

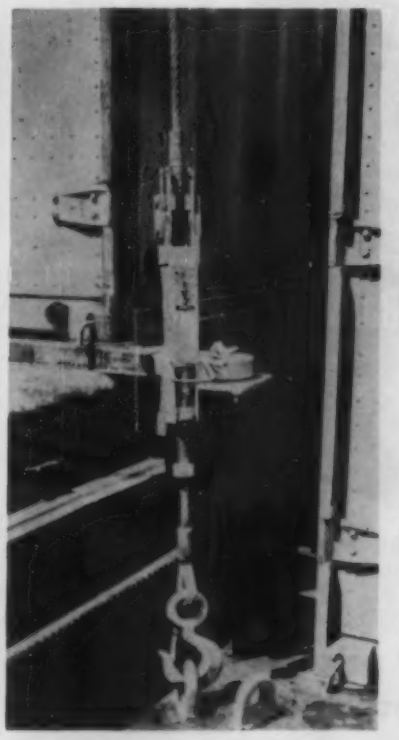
RAILWAY EXPRESS AGENCY

RAIL • AIR • SEA
HIGHWAY

New Products Report

Reefer Bulkhead

A new one-piece, overhead-mounted, steel bulkhead can be handled by one man and sections of a car individually locked to prevent load shifting. Structural fittings, completely separated from the air and insulated space, eliminate "cold loss." Each bulkhead is suspended from a single overhead traveling beam, roller mounted on tracks on each side of the car. Each also rides on a track in the bottom of the traveling beam which supports it and is pivot-mounted in the track. Either bulkhead can be used to brace a load, or rolled on the overhead side rails to either end of the car and stored. By pivoting 90 deg during loading, it can be moved to either side of the car on the overhead track in the traveling beam. A single mechanism in the center of each locks the bulkheads in position. Two bulkheads installed in a standard-size refrigerated box car built by the Western Refrigerator Line for loads originating on the Green Bay & Western are said to have proved satisfactory in all respects. *Railroad Loading Div., Evans Products Company, Dept. RA, Plymouth, Mich.*

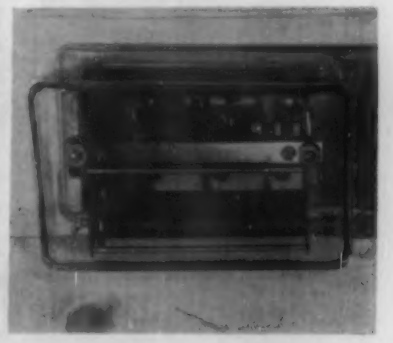


Heavy-Duty Cargo Tie-Down

A new hand-operated cable tensioner permits heavy loads to be quickly and positively secured on flat cars, ships, etc. The tensioner weighs 30 lb; takes a fixed length of cable at one end, an adjustable removable cable at the other; has an operating strength of 40,000 lb, an ultimate load of 60,000. One man can apply up to 5,000 lb of tension by rotating the lever arm. *Aeroquip Corp., General Logistics Div., Dept. RA, 2929 Floyd St., Burbank, Calif.*

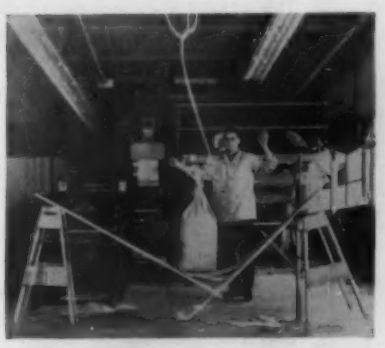
Data Communications

A new data communications system makes use of punched paper tape as the input-output medium. Known as Daspan, the system uses: (1) 7-level code at about seven characters per second on telephone or teletype lines; (2) 5-, 6-, 7- or 8-level code at about 100 characters per second on telephone lines only; and (3) present 5-level teletype on telegraph circuits. *Radio Corporation of America, Electronic Data Processing Division, Dept. RA, Camden, N.J.*



Plastic Recorder Case

Impact recorders housed in transparent butyrate plastic can be read without removing or disassembling the case. Visibility of the impact register reading is said to be particularly useful to packaging designers and engineers interested in determining how much protection packages of various types provide for their contents. *Impact-O-Graph Corp., Dept. RA, 1900 Euclid Ave., Cleveland 15, Ohio (plastic by Eastman Chemical Products, Inc., New York).*



'Stretchable' Paper for Bags

Extensible kraft paper with a "two-way stretch" can cut breakage of multiwall bags used in packaging, shipping and storing granular powdered or pelletized materials. The new paper—designated "Expanda Kraft"—costs slightly more than ordinary kraft paper but is expected to save in production, handling and damage claims resulting from bag breakage. *Hollingsworth & Whitney div., Scott Paper Co., Dept. RA, Chester, Pa.*

JOB-FREEZE DEMAND

(Continued from page 10)

interstate commerce, the trend of legislation affecting railroads and railroad employees has been to broaden, not narrow, the scope of subjects about which workers and railroads may or must negotiate and bargain collectively.

"Furthermore, the whole idea of what's bargainable has been greatly affected by the practices and customs of the railroads and their employees themselves. It is too late now to argue that employees can have no collective voice to influence railroads to act in a way that will preserve the interests of the employees as well as the interests of the railroad and the public at large."

The court thought "only a word" needed to be said about the North Western's contention that the dispute was a "minor" contract-interpretation case within the jurisdiction of the National Railroad Adjustment Board. This contention had to be disposed of because the court has held in the past that a strike over such a "minor" dispute can be enjoined to enforce compliance with procedures of the Railway Labor Act.

"It is impossible," the court said, "to classify as a minor dispute this dispute relating to a major change, affecting jobs, in an existing collective bargaining agreement, rather than to mere infractions or interpretations of that agreement. Particularly since the collective bargaining agreement which the union sought to change was a result of mediation under the Railway Labor Act, this is the type of major dispute that is not governed by the Adjustment Board."

As to the North Western's argument that the operation of unnecessary services is wasteful and thus runs counter to the Congressional policy expressed in the Interstate Commerce Act, the court had this to say:

"In other legislation, however, like the Railway Labor and Norris-LaGuardia acts, Congress has acted on the assumption that collective bargaining by employees will also foster an efficient national railroad service. It passed such acts with knowledge that collective bargaining might sometimes increase the expense of railroad operations because of increased wages and better working conditions. It goes without saying, therefore, that added railroad expenditures for employees cannot always be classified as wasteful."

The Whittaker dissent called the court's conclusions "contrary to the admitted or indubitable facts in the record."

It pointed out that the South Dakota

(Continued on page 58)

People in the News

ATLANTIC COAST LINE.—L. R. Biven, assistant to freight traffic manager, Wilmington, N.C., appointed general freight agent there. **E. H. Durham** succeeds Mr. Biven. **N. M. Langhorne, Jr.** has been appointed general agent, Raleigh, N.C.

BALTIMORE & OHIO.—Charles C. Rattberg, Jr., attorney, promoted to assistant general solicitor, Baltimore, Md.

BESSEMER & LAKE ERIE.—Maurice R. Seipler, superintendent car department, Greenville, Pa., appointed director organization planning, Pittsburgh, Pa., succeeding **Paul C. Major,** elected comptroller of the **Birmingham Southern** (RA, April 11, p. 30). **E. P. Jaxtheimer,** assistant superintendent car department, replaces Mr. Seipler. **J. A. Hanes,** traveling car inspector, succeeds Mr. Jaxtheimer.

CANADIAN NATIONAL.—Pierre Delgrave appointed special assistant to vice president—traffic, Montreal, with responsibility for departmental organization. **Rod R. Latimer** named traffic research officer.

H. R. Beck, acting signal engineer, appointed engineer of signals—system, Montreal. **F. L. Peckover,** soils engineer, appointed engineer of soils and foundations—system, Montreal.

CANADIAN PACIFIC.—E. S. Prentice appointed traffic manager for New Zealand, Auckland, N.Z., succeeding **A. W. Essex,** who retires April 30. **G. L. A. Donaldson** appointed district traffic manager, Wellington, N.Z.

CHESAPEAKE & OHIO.—E. V. Price appointed shop superintendent—locomotives, Grand Rapids, Mich., succeeding **H. E. Fink,** resigned. **J. W. Shires** named trainmaster, Clifton Forge, Va., succeeding **H. H. Talbert,** appointed assistant superintendent of terminals, Toledo Terminal division, Walbridge, Ohio.

CHICAGO & EASTERN ILLINOIS.—Hugh S. Vierling, general manager, Chicago, elected vice president and general manager.

CHICAGO & ILLINOIS MIDLAND.—Ralph C. Truitt appointed assistant to freight traffic manager, Springfield, Ill., succeeding the late **Frank A. Jones.**

CLINCHFIELD.—Ashley C. Wemple appointed general eastern agent, New York, succeeding **Thomas M. Peel,** resigned to enter the service of another company. **James R. Van Doren** named assistant general eastern agent, New York, succeeding Mr. Wemple. **Baylus T. Prince, Jr.,** commercial agent, Spartanburg, S.C., appointed district freight agent, Raleigh, N.C., succeeding the late **Marion M. Fuller.**

LACKAWANNA.—Harold J. Gilmartin, general attorney, appointed assistant general counsel and **Richard E. Costello,** commerce counsel, appointed general attorney, both at New York. **Richard B. Wockenfield,** assistant general attorney, named general attorney, Hoboken, N.J.

Carl E. Frenzel, manager of motor service, Hoboken, appointed manager of motive service and LCL, Scranton, Pa.

LEHIGH & HUDSON RIVER.—Richard C. Kizer appointed general agent, St. Louis, Mo.

LOUISVILLE & NASHVILLE.—S. P. Strickland, assistant director of personnel, Louisville, Ky., appointed supervisor of car utilization, Transportation department.

PENNSYLVANIA.—Robert E. Rohrbacher, assistant supervisor of communications and signals, Susquehanna district, Williamsport, Pa., appointed supervisor of communications and signals there, succeeding **Jack E. Hartfield,** transferred to Fort Wayne, Ind. **Lawrence E. Light,** junior engineer, communications and signals, Williamsport, replaces Mr. Rohrbacher.

SOUTHERN PACIFIC.—Robert L. Pierce, Charles W. Burkett, Jr. and **Alan C. Furth** appointed assistant general counsel, San Francisco. Messrs. Pierce and Burkett were formerly general attorneys and Mr. Furth was assistant to general counsel. **Herbert A. Waterman,** assistant general attorney, named general attorney.

Supply Trade

Bernard L. Perry has been appointed advertising and sales promotion manager, **Simmons-Boardman Publishing Corp.** Mr. Perry was formerly associate director of promotion and merchandising for Reader's Digest.

Alco Products, Inc. announces after May 1 its new address in New York will be at 530 Fifth Avenue, New York 36.

(Continued on following page)

SUPPLY TRADE

(Continued from preceding page)

W. R. Timken has been elected president of **Timken Roller Bearing Co.**, succeeding **D. A. Bessmer.** Mr. Bessmer resigned recently because of ill health. Mr. Timken, chairman of the firm's finance committee, has served as acting president for several weeks.

Harold L. Folley, signal engineer, **Western Railroad Supply Co.,** Division of **Western Industries,** appointed chief engineer of the parent company. Mr. Folley was engineer telephone, telegraph and signals, **Chicago & Illinois Midland,** before joining the supply company in 1959.

Glen R. Pierce has been named manager of the newly created distributor sales division of **Dearborn Chemical Co.,** Chicago.

Al Paul Lefton Co. Inc., Philadelphia, has been appointed advertising agency for **Trailer Train Co.**

Thomas J. Rowe, vice president—operations, Shippers Car Line Division, **ACF Industries, Inc.,** New York, has been elected financial vice president and treasurer of Knox Glass, Inc.

John L. Damon has been appointed director of agricultural chemicals, General Chemical Division, **Allied Chemical Corp.,** New York. Mr. Damon was formerly agricultural chemical sales manager.

William Merlin Adrian has been appointed vice president—design and engineering for **Luminator, Inc.,** Chicago, manufacturer of transportation lighting fixtures. Mr. Adrian, who had been associate design engineer, will direct activities related to the railroad and marine fields.

William H. Bechman has been appointed chief engineer, **Athey Products Corp.,** Chicago.

H. R. Edelman, III, vice president in charge of production, **Heyl & Patterson, Inc.,** Pittsburgh, has been elected executive vice president. **J. F. Page,** vice president and treasurer, has been elected vice president—assistant to the president and treasurer. **Charles F. McKenna,** has been elected secretary.

Edward H. Reed has been named manager of the new Railroad and Industrial Lighting Sales department at **Revere Electric Manufacturing Co.,** Niles, Ill.

James E. Braas has been appointed industrial sales manager, **Owatonna Tool Co.,** Owatonna, Minn. Mr. Braas will be in charge of the specialized railroad equipment line, including the improved hydraulic axle bearing puller and newly developed tools for servicing bearing assemblies.

Stanley E. Wolkenheim has been appointed vice president—marketing of **Fairbanks, Morse & Co.,** effective May 1. Mr. Wolkenheim was formerly vice president—marketing of the A. O. Smith Corp., Milwaukee, Wis.

Blake Ward has been appointed St. Louis division manager for **A. M. Byers Co.,** succeeding **Walter B. Simpson,** retired.

Robert E. Kinter, assistant director, promoted to director of advertising and sales promotion for **Joy Manufacturing Co.,** Pittsburgh, Pa., succeeding **Ray E. Campbell,** who retired March 31.

Industrial Traffic

Raymond J. Leber has been appointed assistant traffic manager, **Monsanto Chemical Co.,** St. Louis, Mo. Mr. Leber will continue his present duties including liaison with the plants, track leases, demurrage, switching, weighing agreements and other traffic department operating problems.

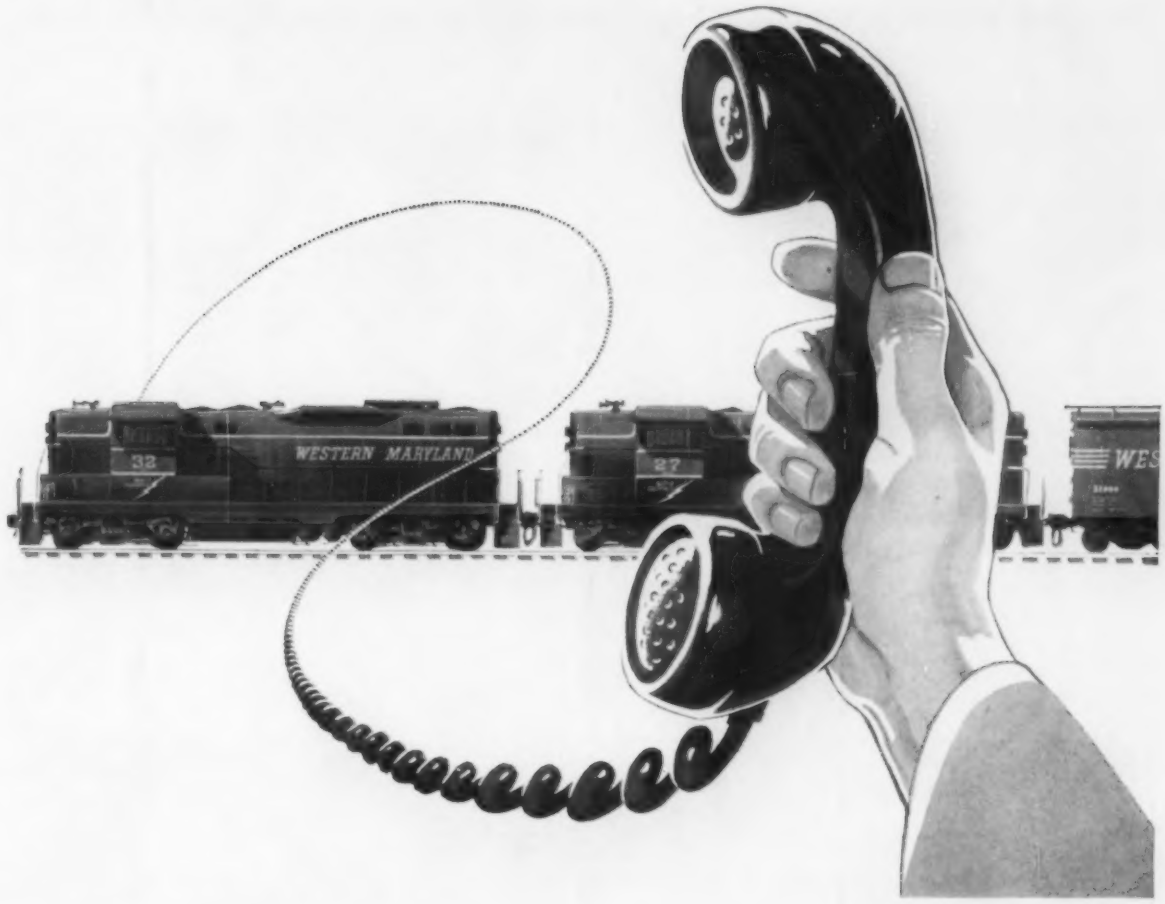
Clifford F. Rickel, acting general traffic manager, Sheffield Division, **Armco Steel Corp.,** Kansas City, Mo., has been appointed general traffic manager of that division.

George J. Bozzini has been promoted to director of traffic for **Dole Hawaiian Pineapple Co.,** San Jose, Cal.

Keokuk Electro-Metals Co., Division of Vanadium Corp. of America, Keokuk, Iowa, has announced appointment of **James E. Isbell, Jr.** as manager of transportation, and **Edward A. Kimball, Jr.** as purchasing agent. Messrs. Isbell and Kimball previously served as assistants in their respective fields to **O. M. Berryhill,** director of purchases and traffic, who retired April 1.

Donald W. Crane, rate analyst, Traffic department, Household Products Division, **Colgate-Palmolive Co.,** New York, has been appointed traffic manager, Toilet Articles Division, succeeding **Robert E. Keith,** named director of corporate traffic (RA, March 28, p. 76).

On April 1, the offices of **Clinton H. Vescelius,** director of transportation, **Olin Mathieson Chemical Corp.,** and the corporation's transportation department moved from 460 Park Avenue to 400 Park Avenue, New York 22.



Now transistor radios help speed freight on a truly modern railroad

Climb into the caboose on a Western Maryland freight, and you enter a new world of railroad communications as the conductor lifts a phone to talk to the engineer . . . across a mile of freight cars!

In diesel locomotives on the up-to-the-minute Western Maryland, you now find a compact auxiliary unit—a radio transmitter-receiver.

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This new system of radio communication is but one element in the Western Maryland Railway's continuing striving to speed the flow of freight . . . efficiently, accurately. Shipments go the *best* way . . . go faster, without errors. Necessary diversions or changes in scheduling are as quick as a phone call.

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UNION PACIFIC'S DUAL PURPOSE "PLUG DOOR" BOX CAR

First acclaimed by lumber shippers and receivers, these cars have found increasing use in transportation of panels, millwork, and wood products.

The ease of loading and unloading, especially with unitized mechanical lifts, makes these cars prized by shippers.

In fact, since these cars were introduced by Union Pacific a few years ago, our fleet has steadily increased. By the end of this year there will be over 1800 of these Union Pacific "plug door" box cars for our customers.

Constant improvement of shipping services is a heritage of Union Pacific, first railroad through the West. This one type of box car is another example of our efforts.

Whenever you ship in or through the West

be specific ...say Union Pacific RAILROAD

UNION PACIFIC RAILROAD

MARKET OUTLOOK *at a glance*

Carloadings Rise 4.1% Above Previous Week's

Loadings of revenue freight in the week ended April 16 totaled 622,635 cars, the Association of American Railroads announced on April 21. This was an increase of 24,251 cars, or 4.1%, compared with the previous week; a decrease of 12,213 cars, or 1.9%, compared with the corresponding week last year; and an increase of 88,128 cars, or 16.5%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended April 9 totaled 598,384 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, April 9

District	1960	1959	1958
Eastern	89,750	96,432	80,660
Allegheny	113,178	121,915	90,251
Pocahontas	52,699	51,778	43,235
Southern	117,721	118,207	105,773
Northwestern	65,109	66,337	56,233
Central Western	109,697	114,543	98,453
Southwestern	50,230	50,056	46,555
Total Western Districts	225,036	230,936	201,241
Total All Roads	598,384	619,268	521,160
Commodities:			
Grain and grain products	48,465	47,418	48,733
Livestock	3,912	5,321	4,271
Coal	103,964	103,752	94,441
Coke	10,411	10,901	5,488
Forest Products	38,646	39,520	32,883
Ore	32,318	25,731	13,458
Merchandise l.c.l.	38,508	43,371	46,273
Miscellaneous	322,160	343,254	275,613
April 9	598,384	619,268	521,160
April 2	598,031	590,592	516,247
March 26	600,926	604,392	532,273
March 19	581,477	603,885	532,997
March 12	560,230	596,189	539,127
Cumulative total 14 weeks	8,175,980	8,177,021	7,542,184

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended April 9 totaled 10,511 cars, compared with 8,026 for the corresponding 1959 week. Loadings for 1960 up to April 9 totaled 144,983 cars, compared with 101,040 for the corresponding period of 1959.

IN CANADA.—Carloadings for the seven-day period ended April 7 were not available as this issue went to press.

New Equipment

FREIGHT-TRAIN CARS

► *Frisco.*—Ordered 100 85-ft tri-level flat cars for automobile loading from Pullman-Standard at a cost of about $2,500,000. Deliveries are scheduled for July. Cars will be equipped to handle 12 standard size automobiles or 15 compact cars. All units will be equipped with roller bearings. Design is almost identical to that of prototype car Frisco has had in test service since early 1960 (RA, Feb. 8, p. 5; Feb. 15, p. 23). Principal difference is reduction in weight of car (110,000 pounds for new cars vs 138,000 pounds for prototype) made possible by use of high tensile alloy steel.

► *Great Northern.*—Directors authorized acquisition of 20 Airslide covered hopper cars from General American for delivery this summer. Company shops will convert 25 gondolas to handle tin plate coils and similar lading. Cars will be equipped with removable roofs and heavier roller bearing trucks.

► *Norfolk & Western.*—Ordered 15 gondola type container cars (53 ft long) from Ortner at a cost of nearly $300,000 for September delivery. Each car will carry 14 135-cu-ft containers for lime and similar commodities. Containers will be built by Youngstown Steel Door Co.

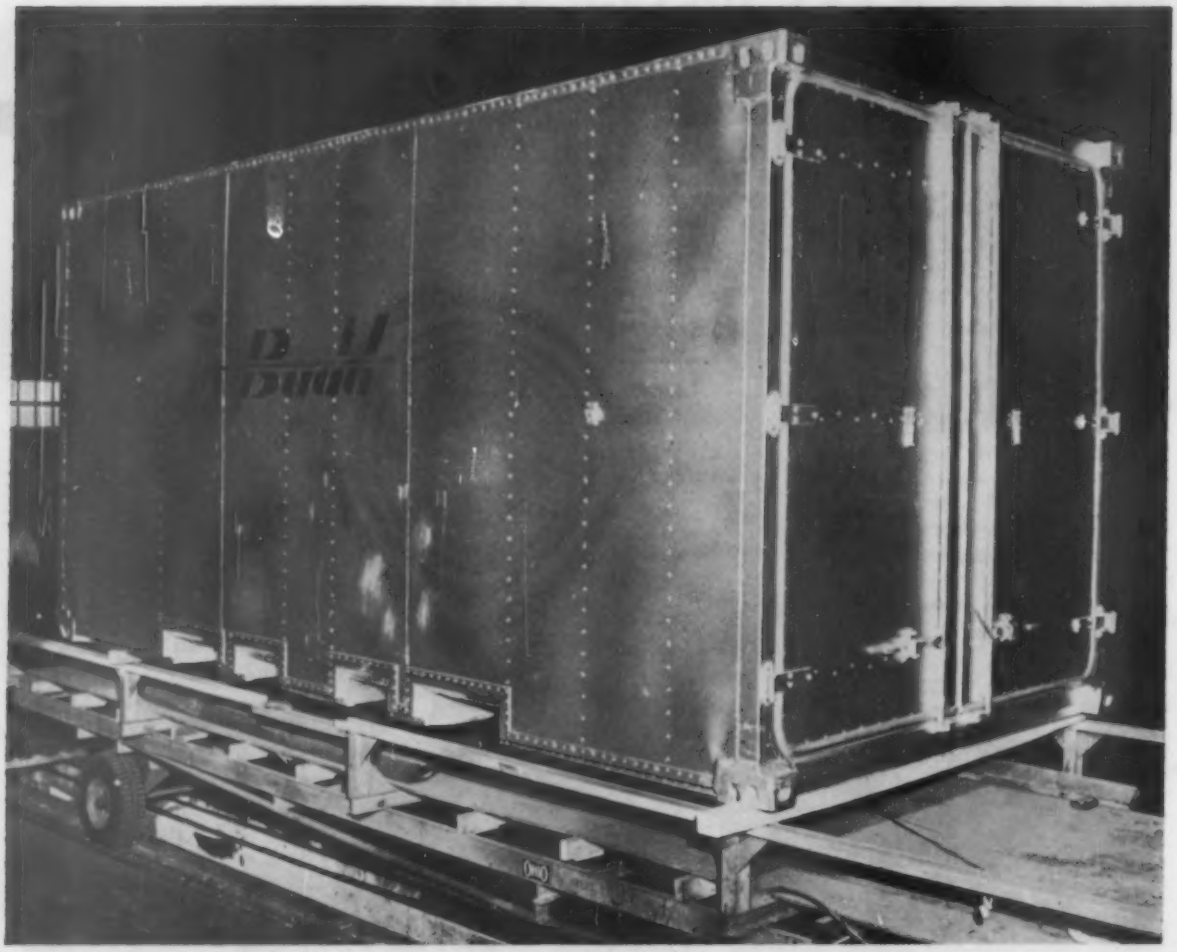
► *Southern.*—Ordered 200 cushioned underframe 50-ft box cars from Pullman-Standard at a cost of $3,400,000. Deliveries are scheduled to start in July. The cars, which will be built at Bessemer, Ala., will be equipped with a special hydraulic absorption device to protect car and lading from coupling shocks.

Orders and Deliveries

► *Orders Decrease.*—Orders were placed in March 1960 for 1,959 freight cars, compared with 3,411 in February. March 1959 orders totaled 10,792. Deliveries in March totaled 5,950, compared with 5,052 in February and 2,797 in March 1959. The backlog of cars on order and undelivered as of April 1 was 42,131, compared with 46,323 on March 1 and 35,487 a year ago.

Type	Ordered March 1960	Delivered March 1960	Undelivered April 1, 1960
Box—Plain	131	1,215	12,000
Box—Auto	0	0	500
Flat	79	600	3,287
Gondola	350	1,116	4,451
Hopper	735	2,081	15,465
Covered Hopper	148	273	1,302
Refrigerator	222	284	3,741
Tank	223	282	888
Caboose	12	17	191
Other	59	82	306
Total	1,959	5,950	42,131
Car Builders	1,839	4,408	19,946
Railroad Shops	120	1,542	22,185

a RAILWAY AGE time-saver page



FIRST BUDD-BUILT CONTAINER—now in Grace Line test service—has payload-deadweight ratio of approximately 13.4 to 1. Built of welded aluminum, it is designed for fork-truck loading; fork-truck or crane handling.

Budd Moves Into Container Field

► **The Story at a Glance: Rapidly growing interest in development of some universal system of interchangeable freight containers may get a big boost from Budd Co.'s recently-announced entrance into the field of container construction. Budd—which sold its highway trailer body business to Fruehauf several years ago—is now putting its railway, highway and steamship engineering knowledge to work on designing, building and testing, not merely containers, but components of a complete container system.**

The Budd Co.—long-time builder of railway passenger cars, highway trailer bodies and automobile components—is moving aggressively into the field of interchangeable freight containers.

Prototype of one design of Budd-built dry-cargo container is already undergoing operating tests in the Grace Line's Seatainer service.

A prototype of a dry bulk material unit of another design is being subjected to "make or break" engineering tests in the company's Philadelphia plant.

A refrigerated container, "which will embody the newest of materials and processes in construction, insulation and refrigeration" is scheduled to be built this year.

Perhaps most important of all, for the long run, the company is actively working toward development of all the components which it believes must be included in any truly interchangeable container system for use either by large or small shippers in rail, highway or water transport.

The thinking behind Budd's carefully prepared diversification into the container field is summed up by William L. Sheppard, vice president and general manager of its Railway division:

"Our company has always prided itself on taking an engineering rather than an empirical approach. We feel the container market is already as technical as the railway market—at least when it comes to getting maximum payload with minimum weight. We think it takes a company with Budd's engineering background to build a product as technical as a freight container. We're not going to make hatboxes, but we are going to use our

engineering knowledge to build the best container we can. Our costs in doing so may be high, but we plan to compensate for that with the technical excellence we intend to provide."

"Our future interests," Mr. Sheppard adds, "apply not only to the components of an ideal container system, but also to various types of basic materials for such a system."

Budd's first cargo unit is now being tried out under operating conditions on one of the Grace Line's new container ships. Built entirely of aluminum, it has a payload capacity of 40,000 lb with a tare weight of only 3,035 lb —more than 1,000 lb less deadweight than other containers which Grace is also trying out.

The floor will support a uniform load of 350 lb per sq ft, but will take a concentrated load of up to three tons —which will permit use of fork trucks for loading and unloading. Dimensions, specified by Grace, are 8 ft by 8 ft by 17 ft; effective capacity is 915 cu ft. Budd emphasizes, however, that both size and capacity could easily be changed to meet differing needs of other potential users.

The container is designed to be handled either by lift truck or by overhead crane. For lift-truck handling, the container has four bottom channels —one pair with a 33-in. spread for use when the box is empty; one pair with an 82-in. spread for use when it is loaded. For crane handling, the prototype box has corner castings of the type used in National Malleable & Steel Castings Co.'s "Speedloader" system, with which the Grace vessels are equipped. Other types of corner castings can be used, however, to make the unit compatible with other lifting methods.

The units can be stacked seven-high, and have both side and end doors for easy loading and unloading.

Budd's second container prototype, not yet in service, is also all-aluminum; is 8 ft by 8 ft by 30 ft (instead of 17 ft); and has potential payload capacity of 50,000 lb with a light weight of approximately 3,300 lb.

It is intended primarily for transportation of any free-flowing powdered or granular commodity, and thus is airtight, watertight and contamination-proof. Loading would be through a roof hatch (or hatches); unloading through bottom openings at one end of the box. The container is built to take a 60-deg tilt for gravity unloading, which could be facilitated by introduction of air through aeration pads located close to the unloading hatches. It can also be vibrated if necessary to speed the emptying process.

Both types of containers are seam and spot welded by the shielded inert gas metallic arc (Sigma) method, under which additional metal is fed into the weld from a wire moving at a controlled rate. The completely welded construction makes the containers air, water and dirt proof without need for any caulking.

Next step in Budd's overall container program is the design, building and test—this year—of a refrigerated container incorporating "new materials and processes" in construction, insulation and refrigeration.

"We know," says Norman W. Fesmire, executive engineer of Budd's Railway division, "that volumetric efficiency is important in any form of transport—especially ocean shipping. Our objective is to combine an appreciable increase in usable volume with an appreciable reduction in tare weight, as compared with present standard reefer containers.

"At the same time, with all its new features, our unit will still conform to all standards for refrigerated equipment established by the United States Department of Agriculture."

The container, Mr. Fesmire says, will be designed for crane or forklift handling—but not for fork-truck loading because of the weight penalty necessarily imposed thereby.

Timetable for design, construction and testing of other possible components in Budd's total container program has not yet been announced, but the company has been working quietly for almost two years on both engineering and marketing research.

SECOND BUDD CONTAINER—shown here under strain-gage tests—has 15.1-1 payload-deadweight ratio. Welded aluminum construction makes it air, dirt, water free.

RIGID TESTS—including fully-loaded 60-deg tilt—prove unit practicable for free-flowing dry bulk material lading.

JOB-FREEZE DEMAND

(Continued from page 50)

Public Utilities Commission, the first to act on a North Western petition, actually directed the road to establish 16 central agency stations and to abolish 53 full-time agency positions. The authority of the state commissions precludes any management-union agreement which would veto an abandonment authorization or directive, the dissent also said.

As to the Interstate Commerce Act's employee-protection provisions, Justice Whittaker explained that they authorize the ICC to acquire "temporary mitigation of hardships to employees"—but "nothing in the act authorizes the Commission to freeze existing jobs."

The dissent went on to point out that the North Western offered to bargain with ORT about transferring the affected agents to other positions, limiting the number of job abolishments to an agreed number per year, and paying supplemental employment benefits. But "the union refused even to discuss these proposals."

"Plainly," Justice Whittaker added, "the union's demand was not for a right to bargain with the carrier about abolishing jobs, but for a unilateral right to prohibit the abolishment of any job without its consent."

All of which, and other evidence in the record, led the dissenters to disagree with the majority's holding that the threatened strike would be lawful. From its expression of that disagreement, the dissent followed through to say the circuit court should have been upheld because the Norris-LaGuardia Act does not render federal courts impotent to enjoin unlawful strikes.

While it was the C&NW case that reached the Supreme Court, similar notices have been served by ORT on a number of other roads, including the Southern Pacific, New York Central, New Haven, Chicago & Eastern Illinois, Pennsylvania, Reading and Delaware & Hudson, plus several smaller carriers. It's expected that these demands will remain more or less dormant, pending the outcome of the C&NW case.

Another Supreme-Court action in a labor case was an order whereby the court agreed to decide whether an anti-union-shop injunction, outstanding since 1940, should now be modified in view of provisions authorizing the union shop which were added to the Railway Labor Act in 1951. The injunction runs against unions representing shopmen employed by the Louisville & Nashville, and the case is docketed in the Supreme Court as No. 756, System Federation No. 91 vs. Wright.

THE DEVELOPMENT OF AMERICAN INDUSTRIES

by John G. Glover and Rudolph L. Lagai

This recently published book surveys the varied, underlying role of industry in the economic growth of the United States from agrarian colonial times to the present atomic era. It presents a cross section of 36 representative industries. Each section is presented in a similar way, thus permitting the student or business executive to relate the important aspects of any one industry to those of any other. Coverage of the history and development of the railroad industry in the United States is particularly thorough. 1959. 835 pp. 40 illus. 6 x 9. $7.50

FUNDAMENTALS OF PROFESSIONAL MANAGEMENT

by John G. Glover

This authoritative new book presents an up-to-date treatment of the principles of management. It presents a systematic approach to the subject with broad coverage of the field from the underlying philosophy of management to the work-saving potential of automation. Thorough treatment of the basic principles of management makes the book invaluable for both the student and the younger executive. More advanced materials on such subjects as research resources, budgetary control, linear programming and automation provide a strong appeal for the seasoned executive who seeks an authoritative and compendious statement of the more recent developments in management techniques. 1958. 406 pp. Illus. 6 x 9. Cloth. $6.50

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You Ought To Know...

Seattle won't have monorail for its Century 21 Exposition, after all. The Seattle Transit Commission has abandoned plans for a $5,000,000 Lockheed-designed monorail system because the 1961 exposition will run only six months instead of the 18 months originally planned—not enough time to recover the investment. (RA, May 11, 1959, p. 9.)

Boston's South Station will be sold for $1,000,000—considerably less than it paid last year ($1,236,847) in real estate taxes. New Haven and Boston & Albany, joint owners, will continue to use station facilities and offices "for the present," on a lease basis. Sale to a real estate operator is to be completed July 1. The purchaser plans to rent street floor space to shops and remodel upper story offices.

Family-plan fares will be offered for the first time by the Southern effective June 1. Fares will apply to both first class and coach travel between points 100 miles or more apart. On the same date, Southern will reduce daily round-trip individual fares to one and one-half times the present regular one-way fare.

Truck rates on formerly exempt commodities are being investigated by the ICC. Rates involved are those published for transportation which the 1958 Transportation Act removed from that covered by the Motor Carrier Act's so-called agricultural exemption. Commodities involved are bananas, frozen fruits, berries and vegetables, coffee and cocoa beans, tea, imported wool, hemp, and fish treated for preserving. The Commission's investigation, No. 32912, was undertaken because the rates in issue now "reflect considerable variances and disparities."

New York Central is talking merger with another railroad, says President A. E. Perlman. He didn't identify NYC's prospective mate, but noted that the road has been open to merger discussions since NYC-PRR talks collapsed.

The suit against the ICC which complained of how the Commission handled the 1954 case involving Alleghany Corp.'s acquisition of control of the New York Central has been dismissed by the federal district court for the District of Columbia. The suit was brought by minority stockholders of Alleghany and NYC (RA, Aug. 10, 1959, p. 28).

A new container system, Piggy-Box, is in experimental operation on Southern Pacific. Developed by General American and Fruehauf Trailer to SP specifications, the containers are 8-by-8-by-24-ft boxes and loaded three to a flat car. They'll carry in excess of 20,000 pounds each. Small rollers mounted on the base of the boxes facilitate transfer between flat car and trailer chassis (especially designed for container service).

March railroad employment was 0.48% above February, according to the ICC's Bureau of Transport Economics and Statistics. All categories of employment registered increases, except transportation (yardmasters, switch-tenders, and hostlers). This category declined 0.56%.

First step toward diversification was taken last week by the Bangor & Aroostook with the filing of incorporation papers of the Bangor & Aroostook Corp. If the corporate reorganization wins stockholder approval, the road plans to diversify into non-transport fields (RA, April 4, p. 27).

C&NW's bid to boost commuter fares by 7½% is once again a going proposition. The Illinois Commerce Commission, which previously suspended the increase, now says North Western can raise fares May 1. C&NW originally filed for April 1 effective date. Meanwhile, examiners from the Illinois commission and the ICC sat down to hear the unusual—a request from Chicago North Shore & Milwaukee commuters for a fare boost that would add an estimated $550,000 to the road's revenues. The commuters' objective is to keep the ailing electric line in business.

Fifteen railroad employees were killed on duty and 1,065 were injured in February, compared with 10 deaths and 1,095 injuries in February 1959. Employee fatalities in this year's first two months totaled 26, compared with 31 in the first two months of 1959. Six passengers were killed and 281 injured in train and train-service accidents of this year's first two months. There were three passenger fatalities and 256 injuries in the comparable 1959 period.

COMING

May 2: New "Look" in Hotbox Detection

General Railway Signal Co. has a new Wheel Thermo-Scanner unit to detect heat. Instead of "looking" at the journal box, the photon detector views the hub of the wheel. GRS claims this eliminates the confusion between roller and plain bearing indications.

May 16: Passenger Traffic Issue

- Progress report on Slumbercoaches
- Checklist (by cities) of what's new in urban and suburban transit
- A survey of piggyback in passenger operations
- Comments by passenger officers on the agency commission controversy

Advertisers' Index

CLASSIFIED ADVERTISEMENTS

Throw All Rates Out the Window?

We've seen a New York Port Authority brochure which shows *on a single page,* all air freight "general commodity" rates between New York and all major U.S. cities—including pick up and delivery charges, shown separately.

The tabulation is not quite complete, to be sure, but almost. The problem of "balloon freight" is taken care of by a provision that all freight weighing less than 1 lb per 250 cu. in. will be charged for at 1 lb for each 250 cu. in.

Any reasonably intelligent business man, from this one-page tabulation, can get a pretty good idea of the application of air freight rates to the economics of his own business, in a few minutes' time. Suppose this business man is a multi-product manufacturer—he does not need to consider how each product might be "classified," since there is no classification.

How many pages of print would be required to give this business man an equally applicable listing of the *railroad* freight rates available to him on each of his products? It's safe to say it would take somewhat more than a page.

It is the variety and complexity of railroad rates that give critics a whole arsenal of ammunition, and lead to the easy conclusion that the whole kit and kaboodle of present railroad rates should be junked, and a newer and simpler system installed.

There are few railroad men—except, possibly, those with some knowledge of freight rate-making—who have not, at some time or another, felt this way about railroad freight rates. Some of them have so expressed themselves. Others, more prudent and polite, have kept their critical opinions to themselves.

Here and there on the railroads, though, there are rate innovators who are endeavoring to inject more simplicity and mathematics into railroad rates. The traditionalists' reaction to such efforts has not always been cordial, as might be expected. The innovators—with their statistical jargon and mathematical cost formulas—have been called "sputniks," or worse. And yet . . . the more openminded old-timers (one of whom says he's not a Ph.D. but a PDT, meaning pre-diesel thinker) are beginning to understand that the innovators are not 100% wrong.

Meantime, the engineering and statistical innovators in this area are finding out that the complex *rate practices frozen into tradition and regulatory orders are just as much a hard reality as the physical facts of transportation costs.*

A given railroad rate may be $2 per 100 lb and the truck cost $1.50 and the railroad cost $1. For the railroad to get the business, it should make a rate of (say) $1.40—providing a comfortable profit margin for itself, while being safely beyond reach of competition. The mathematical rate-maker would have no trouble arriving at this simple conclusion—but the practical rate-maker of long experience could tell him that the job may not be quite that simple.

There may be rates on other commodities which are "related" by regulation to this particular rate—and these other commodities may have railroad costs higher than $1 and truck costs higher than $1.50. To make a rate which will gain the traffic available in this particular commodity, the railroad may be jeopardizing the existing profit on a commodity moving in much larger volume.

There isn't any mathematical or statistical approach which will bring to light such practical difficulties. The rate expert of long experience is indispensable to any practicable solution of the problem. Often the job is one that the statistically trained innovator, and the long experienced rate officer, can perform in collaboration far more successfully than either could do in isolation. The time has come for the mathematical analysts and the long-experienced rate officers to join forces—and "pick each other's brains."

•

Inexorable economic forces—exemplified in the air freight rates—are pressing the railroads toward rate simplification. No matter what complexities the regulators may seek to introduce or retain in regulated rates, all for-hire carriers are now under the discipline of actual or potential competition from private transportation. It costs little more (except in the insurance risk) to haul a ton of caviar by private truck than it does to move a ton of bricks. Competition is forcing rate simplification and more emphasis on costs. The change will come more swiftly and with fewer mistakes, to the degree that the innovators and the experts of long experience will pool their knowledge and their effort.

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